



# The China Mail.

ESTABLISHED 1845

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Work done in latest system.  
Developing and printing in  
AMATEUR & SPECIALTY  
8A, QUEEN'S ROAD  
CENTRAL.

No. 15,145

號八月一十年一十一百九千一英

HONGKONG, WEDNESDAY, NOVEMBER 8, 1911.

日八十月九年三統宣

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OLD VAT



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A strong British Corporation Registered under Hongkong Ordinances and under Life Assurance Companies' Acts, England.  
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C. Lawer, Esq., Inspector, Hongkong.  
ADVISORY BOARD, HONGKONG.  
Sir Paul Chater, Kt., O.M.G.  
T. F. Hough, Esq., C. J. Lafrentz, Esq.  
Hongkong Nov. 8, 1911. 1424

VICTORIA SKATING RINK.

Great Reduction in Prices

FROM NOVEMBER 1st.

MONDAYS and THURSDAYS from 4 to 7 P.M. are reserved for the Hongkong Club Members.

All Sessions .....\$10 per month.  
First Three Sessions .....\$6 per month.

Monthly tickets to be had on application at the Rink.

Hongkong, September 25, 1911. 1236

THE MERCANTILE MARINE.

Mr P. Martin, from leave, has gone chief officer, Tungshing.

Mr A. L. Burton, chief officer, Tungshing, has gone chief officer, Tak-sang.

Mr W. M. Messey, chief officer, Tak-sang, has gone acting master, same ship.

Captain McClure, of the Tak-sang, is on leave.

Mr G. D. Grant, second engineer, Teek-wo, has gone second engineer, Wosang.

Mr J. McArthur, acting second engineer, Wosang, has gone third engineer, same ship.

Mr F. Collins, third engineer, Wosang, has gone superannuated, Loong-wo.

Mr J. W. Goodrich, superannuated, Pekin, has gone second officer, Leuchow.

Mr T. B. Mudie, second engineer, Yu-nan, is on leave.

Mr R. A. Watt, from reserve, has gone chief officer, Fengtien.

Mr D. Sinclair, acting third engineer, Fengtien, is awaiting orders.

Mr J. M. Clace, acting chief officer, Fengtien, has gone second officer, Ichang.

Mr G. E. Wake, chief officer, Chihli, has gone chief officer, Chih-hua.

Mr C. McDougall, third engineer, Drogler, has gone acting second engineer, Yu-nan.

Mr J. T. Gray, acting chief officer, Chih-hua, has gone second officer, same ship.

Mr R. Turnbull, second officer, Chih-hua, has gone acting chief officer, Ichang.

Mr W. T. Hodge, second officer, Ichang, is on leave.

Captain A. R. Bains, of the Kiangchi, has gone master, of the Kwangchi.

Captain H. Bruggart, of the Kwangchi, is awaiting orders.

CAUSE FOR ALARM.

THAT hacking cough may appear to be of no consequence, but you may be certain that it indicates some derangement of the pulmonary system. This fact is itself enough to cause alarm. Do not wait until it comes to you, it may be too late then, but get rid of it now. Chamberlain's Cough Remedy is famous for its cure of coughs and colds and one bottle cooling, but a trifle may save you any amount of trouble and expense later on. For sale by all Chemists and Dispensaries.

Business Notices.

W. S. BAILEY & Co., Ltd.  
Builders of Steamers up to 1000 Tons.  
Tugs, Launches, Barges, Motor Boats.  
Castings, Forgings, Roofs, Bridge Work and Engineering Work and Repairs of every description.  
ONE STEAM-LAUNCH & ONE LIGHTER FOR SALE.  
Also complete pneumatic Riveting Plant.

THE NESTLE & ANGLO-SWISS MILK CO.  
CONDENSED CHAM (Switzerland) AND LONDON.

MILKMAID

Full Cream Milk.

LARGEST SALE

IN THE

WORLD.

As a guarantee of Quality.

Milkmaid ON EVERY TIN.

Hongkong, December 1, 1910.

MASSEY'S COMMERCIAL MAP & DIRECTORY.

To Advertisers, S.S. Companies & Captains of Passenger Steamers.

In the interest of Advertisers and of the travelling Public, a copy of the above book for 1911 has been sent free of charge to the Captain of EVERY Passenger Steamer leaving or calling at Hongkong.

The following have already been supplied:-

|                   |    |                     |    |                   |   |                      |   |
|-------------------|----|---------------------|----|-------------------|---|----------------------|---|
| N. Y. K.          | 30 | Mea. Mar.           | 13 | T. K. K.          | 6 | Douglas S.S. Co.     | 4 |
| B. & S.           | 22 | H. K. & M. S.S. Co. | 11 | C. P. R.          | 5 | Mos. Cant.           | 3 |
| P. & O.           | 18 | S. K.               | 10 | Appear            | 5 | Jensen & Co.         | 3 |
| Jardine, Matheson | 18 | Java China & Japan  | 8  | Bank Line         | 4 | Carlqvist & Co.      | 2 |
| N. D. L.          | 15 | Pacific Mail        | 7  | Gibb, Li-vingston | 1 | Philippines S.S. Co. | 2 |

Captains of any other Passenger boats desiring copies please apply to

K. A. MASSEY, HOTEL MANSIONS.

Hongkong, November 1, 1911. 1411

CANTON, MACAO AND WEST RIVER STEAMERS.

HONGKONG TO CANTON—Daily at 7 & 10 A.M. and 10 P.M. (Sunday 10 P.M. only) (Saturday 7 A.M. and 10 A.M. only).

CANTON TO HONGKONG—Daily at 7 A.M., 12 noon and 5 P.M. (Sunday excepted).

HONGKONG TO MACAO—Weekdays at 8 A.M. and 2 P.M.

MACAO TO HONGKONG—Weekdays at 9 A.M. and 12.30 P.M.

MACAO TO CANTON—Every Monday, Wednesday and Friday, about 9 P.M.

CANTON TO MACAO—Every Tuesday, Thursday and Saturday, at 4.30 P.M.

WUCHOW TO CANTON—Every Monday, Wednesday and Friday, at 8 A.M.

CANTON TO WUCHOW—Every Monday, Wednesday and Friday, at 8.30 A.M.

The s.s. SUI TAI leaving on SUNDAYS, at 12.30 P.M. connects with the

Exclusion Steamer returning from Macao at 5 P.M.

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD., HOTEL MANSIONS Opposite Hongkong Hotel. 12

CANTON-KOWLOON RAILWAY, (British Section).

NOTICE.

COMMENCING TO-MORROW, and until further notice the express trains leaving Kowloon at 8 A.M. and 2.25 P.M. for Canton, and the trains leaving Canton at 7.55 A.M. and 2.25 P.M. for Kowloon are hereby cancelled.

The train leaving Kowloon at 3.45 P.M. for Fan Ling will run to Shum Chun until further notice.

By Order, E. S. LINDSEY, Manager.

Kowloon, 7th November, 1911. 1440

THE CHINESE ENGINEERING AND MINING COMPANY, LIMITED.

NOTICE.

A FINAL DIVIDEND OF ONE SHILLING per share, free of tax, has been declared by the Directors of the above Company, making a total of 10 per cent for the year ending 28th February, 1911. COUPON No. 17 is payable on the 2nd November at the Chartered Bank of India, Australia & China, and the Russo-Asiatic Bank at Tientsin and Shanghai. Hongkong, October 31, 1911. 1400

OPENING OF WINTER SEASON.

M. GAINS wishes to inform the Ladies of Hongkong that she has engaged the Services of an experienced Dressmaker from a well-known London House and will in future make this Dept. a speciality. Ladies' own materials will be made up at Moderate Prices. FIT AND STYLE GUARANTEED.

MONDAY, November 13th.

A SPECIAL SHOW of TRIMMED MILLINERY, BLOUSES, TUNICS, &c.

Inspection Invited. 3, PRINCES' BUILDINGS, Opposite King Edward Hotel, 100 House Street.

Hongkong, November 7, 1911. 1438

THE GRAND CARLTON HOTEL

FIRST-CLASS AND UP-TO-DATE.

Dinners or Suppers supplied from 100 to 1000 Persons.

TELEGRAPHIC ADDRESS: GRANT, Hongkong. Telephone No. 812.

Business Notices.

THE EASTERN ASBESTOS COMPANY, HONGKONG.

“VANISHO.”

PAINT, VARNISH & ENAMEL REMOVER

Removes over the oldest Paint in the shortest time, after it has been applied to the surface.

NON-INFLAMMABLE, NON-POISONOUS, NON-INJURIOUS.

NON-EXPLOSIVE

Does not injure Wood or Iron Work, and contains no Acid.

Office Show Room: 4, QUEEN'S BUILDING, CHATER ROAD.

TELEGRAMS 'CORROGATED', HONGKONG. TELEPHONE No. 501.



Hongkong, October 2, 1911.

WING ON CO.,

TAILORS AND OUTFITTERS. EXPORT AND IMPORT MERCHANTS.

HAVE JUST RECEIVED NEW SHIPMENTS OF Drapery, Grocery, Ironmongery, Crockery, Glass and China Ware, Furniture, Watches & Clocks.

The Cheapness and quality of their Goods, have no equal. 309-313, DES VŒUX ROAD CENTRAL. (Transit past the Door). 107 & 108, CONNAUGHT ROAD CENTRAL. Telephone 138.

Hongkong, August 13, 1910. 774

THE HONGKONG HOTEL.

UNRIVALLED FOR COMFORT AND CUISINE.

THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY

MODERATE TERMS AND NO EXTRAS

J. H. TAGGART, Manager. 196

PEAK HOTEL.

ADAMABLY SITUATED AT VICTORIA GAI. Adjoining the Tramway Terminus, 1,400 feet above Sea Level. OPEN to the South Winds in Summer and protected from the North-east Winds in Winter. Commanding a magnificent view of Hongkong, the harbour and adjacent island for forty miles.

A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURISTS' HOTEL. Terms—From \$5 per day. Town Office. 4, DE VŒUX ROAD. Hongkong February 8, 1908.

ASTOR HOUSE HOTEL.

(LATE CONNAUGHT HOTEL). QUEEN'S ROAD CENTRAL.

ENTIRELY situated, up-to-date Hotel. Recently renovated and under entirely New Management. Large and Comfortable Rooms, Excellent Cuisine, under the supervision of an experienced French Chef.

PARTICULARS AND RATES on application to MANAGER, L. GAMEAU, Proprietor, Hongkong, October.

GRAND HOTEL.

NO. 2, QUEEN'S ROAD CENTRAL.

A FIRST-CLASS AND UP-TO-DATE HOTEL.

ENTIRELY under European management. Situated in the most central position. Large and airy rooms, luxuriously furnished, Electric Light and Fans throughout. Sanitary arrangements of the latest pattern.

CUISINE UNDER EUROPEAN SUPERVISION. Ladies Afternoon Tea Rooms. Special rates for married families on application to the Manager.

CHARGES MODERATE. F. REICHMANN, Proprietor. Telephone No. 197. TELEGRAPHIC ADDRESS 'COMFORT', HONGKONG. Hongkong, November 10, 1906.

THE GRAND CARLTON HOTEL

FIRST-CLASS AND UP-TO-DATE. HIGH-CLASS AND LEADING CATERERS.

Dinners or Suppers supplied from 100 to 1000 Persons.

O. E. OWEN, Proprietor. TELEGRAPHIC ADDRESS: GRANT, Hongkong. Telephone No. 812.

Business Notices.

GREEN ISLAND CEMENT CO., LD

PORTLAND CEMENT

In Casks of 375 lbs. net.

In Bags of 200 lbs. net.

Shewan, Tomes & Co.,

CENTRAL M.F.S. 910.

BALL SEASON 1911.

FAIRALL & CO.

ARE HAVING A FINE DISPLAY

OF THE Newest Novelties

In Ball Goods.

GOWNS, DRESS MATERIALS, TRIMMINGS.

A VERY LARGE SELECTION

Flowers, Ribbons, Gloves, Laces, etc.

2 PEDDER STREET.

Telephone 644.

Diss Bros  
TAILORS

Hongkong, October 20, 1911.

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JAPANESE CURIOS

OF ALL DESCRIPTIONS

at No. 8a, Queen's Road Central

(Opposite Astor House).

FOR A SHORT PERIOD FROM 1st NOVEMBER.

Exceptionally Low Prices!!

Absolute Bargains!!!

INSPECTION EARNESTLY SOLICITED.

Hongkong, October 30, 1911. 1408

CRICKSHANK'S COUGH REMEDY.

A Valuable Remedy for Colds, Bronchitis, Asthma, and all Diseases of the Chest and Lungs. Price \$1.00 per bottle.

CHILDREN'S COUGH MIXTURE.

Gives immediate relief. Price 30 cents per bottle.

MARTIN'S MIXTURE.

A specific for Influenza, Hay Fever, Cold in the Head. Price \$1 per bottle.

PREPARED ONLY BY THE VICTORIA DISPENSARY.



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POMMERY & GREN. BOLLINGER & CO. GIESLER & CO.

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## Intimations.

## G. FALCONER &amp; Co.,

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WATCH-MAKERS, JEWELLERS AND OPTICIANS.

LARGE SELECTIONS OF

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GOLD AND SILVER ENGLISH WATCHES.

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ENGLISH HALL MARKED SILVERWARE.

PRESENTATION PLATE, CUPS, BOWLS, ETC.

AGENTS FOR ROSS'S FAMOUS TELESCOPES AND BINOCULARS, LORD

KELVINS NAUTICAL INSTRUMENTS, ADMIRALTY CHARTS

AND NAUTICAL BOOKS.

Sole Agents for the EMPIRE TYPEWRITER.

HOTEL MANSIONS: OPPOSITE NEW POST OFFICE.

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Nos. 47, 48 and 49, CONNAUGHT ROAD CENTRAL  
SILVER-CHANDLERS, SAILMAKERS, PROVISION MERCHANTS, COAL  
MERCHANTS, &c., &c. OF FIFTY YEARS STANDING  
SHIP CAPTAINS ARE REQUESTED TO GIVE US A TRIAL.

FRANCISCO TSE YAT, General Manager.

Hongkong, August 12, 1908.

1788

## MEE CHEUNG &amp; CO.

ART PHOTOGRAPHER, ICE HOUSE LANE

SPECIALIST IN ENLARGING AND BROMIDE WORK.

Select Views of Hongkong and South China

Special Department for Developing and Printing for Amateurs.

CAMERAS FOR HIRE.

1768

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JEWELLERS, WATCHMAKERS AND OPTICIANS.

Always carry a large and varied Stock of  
HIGH CLASS JADE AND CHINESE-MADE  
JEWELLERY  
SOUVENIR SPOONS.

THE FINEST ASSORTMENT EVER SEEN IN HONGKONG

Prices right.

## Weismann, Limited.

Bakers, Confectioners, Caterers,  
Restauranters.

14, DES VŒUX ROAD CENTRAL.

Hongkong, July 20, 1910.

989

GANDY'S  
BELTING

MADE BY THE

GANDY BELT MANUFACTURING CO.,  
SEACOMBE, ENGLAND.  
IS THE ONLY ORIGINAL. HOLDS THE WORLD'S RECORDS.  
41 Prizes Awarded.  
SEE THAT YOU GET THE GENUINE ENGLISH.

DODGE WOOD SPLIT PULLEYS.

ALL SIZES

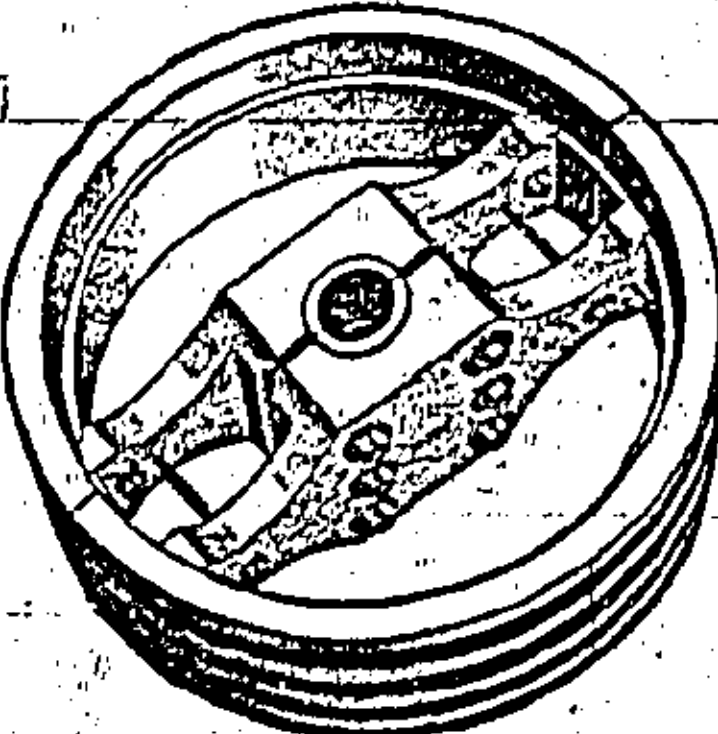
TO FIT ALL

SIZED SHAFTS

IN STOCK.

FURTHER

PARTICULARS



MELCHERS &amp; Co.

MAY BE

HAD ON

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TO THE

SOLE AGENTS

## ENO'S 'FRUIT SALT'

A HOUSEHOLD REMEDY FOR

All Functional Derangements of the Liver,  
Temporary Congestion arising from Alco-  
holic Beverages, Errors in Diet, (Eating  
or Drinking.) Biliousness, Sick Headache,  
Giddiness, Oppression or Feeling of Malaise,  
Nausea, Vomiting, Heartburn, Sourness of  
the Stomach, or Constipation. It is a  
Refreshing and Invigorating Beverage,  
most invaluable to Travellers, Emigrants,  
Soldiers, and Residents in Tropical Climates.ENO'S 'FRUIT SALT' assists the Functions of the Liver, Bowels, Skin, and  
Genitals by Nature's Means; thus the blood is freed from poisons or other  
impurities, the circulation and great danger of Chills, Fever, Sore Throat,  
etc., etc. There is no doubt that where it has been taken in the earliest  
stages of a disease, it has innumerable instances of recovery.CAUTION.—Examine the Capsule and see that it is marked ENO'S 'FRUIT SALT'.  
Beware you have the standard form of Bottling.—IMITATION.Prepared only by J. C. ENO, Ltd., 'FRUIT SALT' WORKS, London,  
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Sold by Chemists and Stores everywhere.

There's no fear of any "falling-off"  
in the well-known high quality ofJOHNNIE  
WALKERThat is absolutely safeguarded by the largest  
"aging" reserve of pure malt Scotch whisky  
held by any firm.A "maturing" stock of over three-and-a-half  
million gallons is invariably held in bond to prevent  
the possibility of any inferior "Johnnie Walker"  
being ever put upon the market."JOHNNIE WALKER" White Label. Over 6 years old.  
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KAMP & CO., Ltd.,  
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THE HANKOW DISPENSARY CO., LTD., Hankow.  
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JOHN WALKER & SONS, LTD., Scotch Whisky Distillers,  
GLASGOW, SCOTLAND.

## Intimations.

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(MITSU BISHI CO.)

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SIMA, OCHI, MUTABE, YO-  
SHINOTANI, HOJO, KANADA,  
NAMAZUTA, SAYO, SHINNEW  
and KAMITAMADA Collieries.AGENTS for KISHIDAKI & SAKITO  
COALS.

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## AGENCIES:

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CHINKIANG: Messrs Gearing &  
Co.MANILA: Messrs Macdonald &  
Co.SINGAPORE: Messrs Borneo Co.  
Ltd.

For particulars, apply to

Y. SHIBUYA,

Manager,  
No. 2, PARKER STREET,  
HONGKONG.  
Hongkong, April 29, 1911.

VICTORIA RECREATION CLUB.

BOXING TOURNAMENT.

To Be Held at the Club's Gymnasium

On SATURDAY, Nov. 11, at 9 p.m.

Amateur Contests in

Bantam, Feather, and Light Weights

Also a 6-round Bout between

GUNNEB, M.L.A. &amp; G.O.A., and

SEAMAN FERRIGAN, H.M.S.

"Minibaur," and

An 8-round Bout between

GUNNER BURT, B.G.A., and

C. THOMPSON, H.M.S. "Tanager."

Admission—\$3 and \$2.

Soldiers and Sailors in uniform

half-price.

Hongkong, November 6, 1911.

1437

## SINGON &amp; CO.

ESTABLISHED A.D. 1880

IRON, STEEL, METAL AND HARD-  
WARE MERCHANTS, Wholesale and  
Retail. Ironmongers, Pig Iron, and  
Foundry Coke Importers. General Store-  
keepers and Shipchangers. Nos. 35 and  
37, HONG LUK STREET, (Old Street), west  
37, Central Market Telephone No. 511.  
Hongkong, September 4, 1909.TWAS SIXTY-FIVE YEARS  
AGO.

Bombay to Macao in 100 Days.

(Written specially for the "CHINA MAIL.")

A voyage from India to China in the pre-  
sent year of grace is as devoid of excitement  
and novelty as a journey by express train  
from London to Manchester. The well-  
appointed mail-ships and the "inter-  
mediate" and outside liners keep  
schedule time from port to port and the  
well-carried-for, and in some cases rather  
"fused-over," passenger as a rule suffers  
neither from fatigue and grumbles more or  
less pathetically at the unvarying monotony  
of days in which meal-times grow to play a  
more and more important part as the lazy  
days slip past. It was not so sixty-five  
years ago. Then a deep sea voyage was a  
real adventure and full of the strangest  
possibilities, while its successful termina-  
tion was doubtless right up to the very close.  
One has only to turn over the faded, time-  
stained pages of old ship's logs or sailor's  
journals to realize this. An atmosphere as  
of a very different age to ours is distilled  
as one reads these deeply interesting  
records; an age that has completely  
passed away, never to return so  
swift have been the changes and revolu-  
tions effected in a sailor's life during the  
past half century. For in that short space  
of time the steamer has almost entirely  
ousted the sailing-ship from all the deep  
sea routes, sweeping the customs and  
traditions of twenty centuries into that  
limbo where we store away, out of sight  
and mind, the out-worn things of all the  
ages. But with all our reverence, senti-  
mental or otherwise, for the past there are  
scarcely a few of us who would care to go  
back to the old uncomfortable order of  
things, despite all their picturesque and  
vivid appeal to the spirit of adventure.  
novelty and heroic endurance.Anyone reading the Journal—hitherto  
unpublished—kept by an officer of the well-  
known full-rigged ship Sulana, 1,200 tons  
burden, which left Bombay on January  
26th, 1846, and took 100 days to reach  
Macao, will scarcely envy him his ex-  
perience. This log recently fell into our  
hands and we regret we cannot print it  
in full. But to our story. The voyage  
before the Sulana had done the run in  
27 days, but this time she had to fight  
the N.E. Monsoon and was almost  
wrecked. She could not have been  
an ideal sailor though, for we learn from  
the Journal that she was crank—that is,  
displayed a shocking tendency to go over  
on her side. On her first voyage, before  
an extra quantity of ballast had been  
shipped and her masts and spars reduced  
in length and size, "it was quite an event  
to find the lee channels out of water;"  
while as soon as a stiff breeze came  
along all warnings had to be stored.  
Yet she could slip through the sea at a  
decent pace at times, as the following  
extract bears naive witness:—"7th. A fine,  
strong breeze to-day; here we have been  
tearing along at the rate of 9 and 10 knots  
—if we could only insure this continually  
how we should laugh at the steamers."From Bombay to Singapore the run seems  
to have been both quick and pleasant  
and the present day reader is delighted  
to find that the courteous, but now almost  
disused, old sea-customer of "exchanging  
colours" was invariably pursued with  
every vessel sighted, while such ships as  
might be proceeding from China to India  
were stopped and given letters to convey  
homeward! Incidentally we also gather  
that the still rather autocratic powers of a  
ship's captain to-day are as nothing  
compared with what they were in the  
brave days of yore, when "the high,  
low, and middle justice" were in his  
hands. An Arab sailor had attempted  
to strike the 1st tinsel (Lascar for boy's  
mate) and was ordered two dozen lashes  
on the spot. The crew were mustered  
and the Seining explained the sentence in  
Hindustani. Then "the culprit" was  
sized up and received two dozen lashes,  
and as the person who executed the sen-  
tence was the offended party you may beassured it was laid on pretty severely." "He  
was then cast loose, but apparently not at  
all ashamed or sorry for the punishment or  
for his misadventure, so he was ordered to  
stand on the capstan for an hour exposed to  
the gaze of all hands." Later in  
the voyage a Lascar detected stealing  
from a compatriot was "sprung-exiled"  
and given a dozen lashes. And the  
writer of the Journal sagely adds: "It  
is an excellent plan I know from ex-  
perience to check the least sign of in-  
subordination at the outset: it saves a  
vast deal of trouble and annoyance after-  
wards." There must be many a ship's  
captain to-day who would welcome a  
return to some old customs of the sea!It was on March 11th that the first of  
the Sultan's troubles began, when carry-  
ing on during a squall they sprung the fore  
top gallant mast and broke the horns of the  
topmast cross-trees—damages that could  
not be repaired till Whampoa was  
reached. The Sultan carried a large  
crew. There were 138 men (Lascars); a  
gunner, eight Portuguese quartermasters,  
two carpenters, four executive officers and  
a Captain. In addition there was one  
passenger. No wonder then when the  
voyage drew out beyond ordinary expec-  
tation; water ran short. Owing to the N.E.  
monsoon she had to avoid the Palawan pas-  
sage and worked up the Annam coast in  
stead with its uncharted channels and  
dangerous islands and shoals. She made  
little headway even then and so matters  
grew so bad that at last the  
officers and crew were put on  
short allowances and every effort was  
made to collect water from passing  
shoals. One cask was also obtained from  
the Duke of Roxburgh, a transport full of  
troops, bound for China. Then one day  
some Annamese fishermen were in sight and  
the parched and weary crew learnt from  
them that good water was obtainable near  
at hand. The ship was accordingly run  
close in shore and boats were despatched  
to the spot indicated under command of an  
officer who carried a cutlass inside his  
trouser leg, less by chance the natives on  
shore might prove treacherous! Eight  
casks of water were obtained  
and after an adventure with sharks the  
Sultan proceeded only to meet  
again with baffling breezes from the N.E.,  
which retarded her progress considerably.  
At length Macao, to the great joy of the  
chronicler, was reached, 100 days out  
from Bombay, with many of the crew on  
the sick list, owing to the shortness of  
water and provisions, both salt and fresh  
and the other hardships of the long voyage.Other people besides her ship's company  
were very glad to see the Sulana arrive  
at the port where she would be. It  
seems that at Singapore the mails for the  
China Squadron of H.B.M.'s fleet were put  
on board her. Meanwhile after her  
departure Sir Thomas Cochrane, the Ad-  
miral in command, arrived in Singapore.  
He at once sent off a steam frigate, the  
Vixen, to recover the mail. This vessel  
made the run to Macao in eight days and  
then had to wait upwards of a month for  
the Sulana. "What a rage the old  
Admiral must be in at Singapore!" is  
a rather terse but malicious remark entered  
in the Journal. The whole incident, how-  
ever, is typical of the time.The Sulana did not remain long at  
Macao, her real destination being  
Whampoa, where she discharged cotton.  
On her way she touched at sandbank,  
but got off without damage. A little  
difficulty occurred at Whampoa in the  
paying of the crew which de-  
rives quiting in full: "The serang was  
sent up to Canton to-day to receive the  
two months' pay for the crew up to the  
last day of the voyage. In the evening he  
arrived with it. A Lascar wages amount to  
25 rupees 6 pence per month and it is the custom  
for the serang to deduct from each man for  
his own benefit the sum of rupees 20. He  
has besides accounts current with each  
for articles supplied to them on the  
voyage. Thus the poor fellows in many  
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4148, 4150, 4152, 4154, 4156, 4158, 4160, 4162, 4164, 4166, 4168, 4170, 4172, 4174, 4176, 4178, 4180, 4182, 4184, 4186, 4188, 4190,

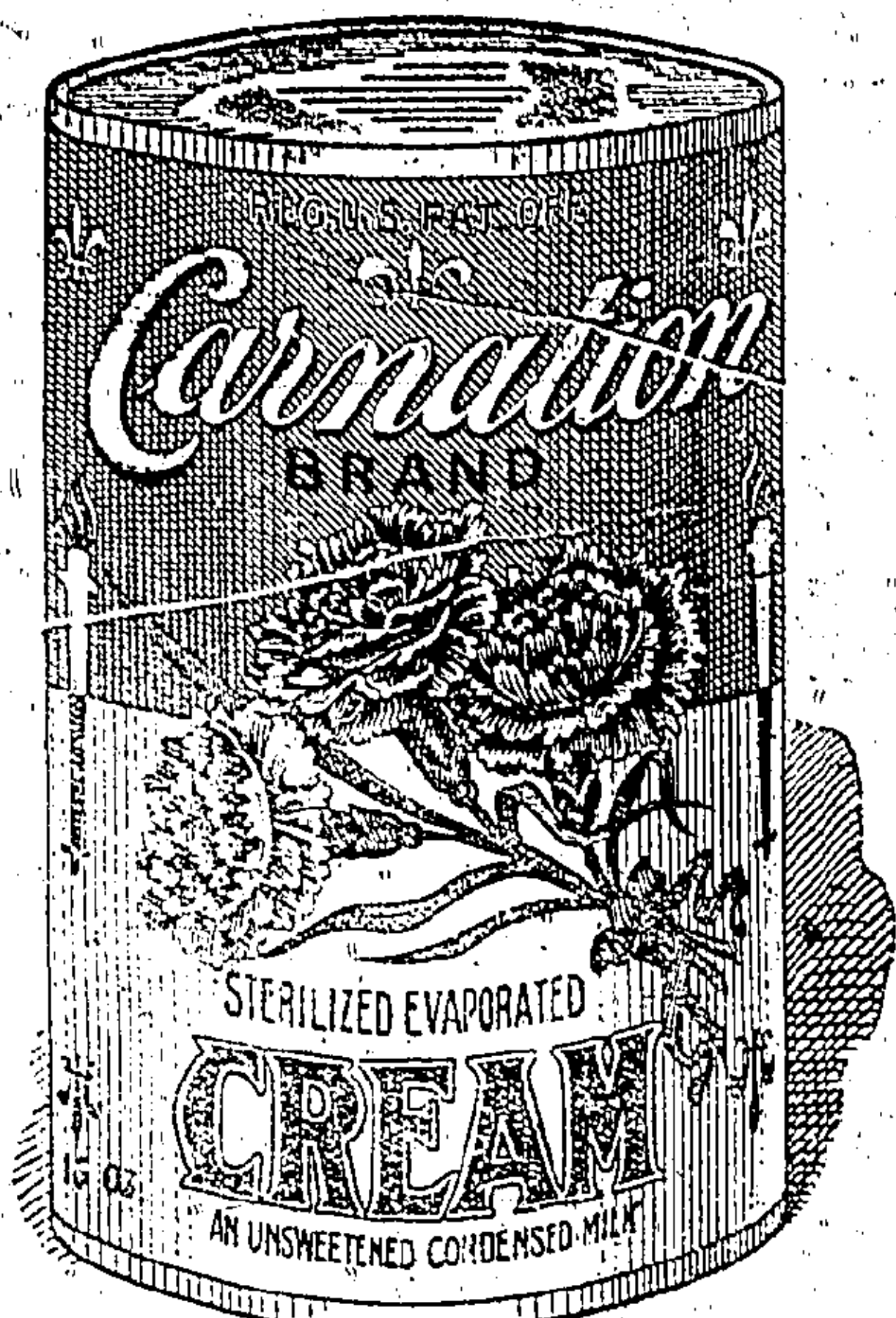






## Intimations

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## VALUABLE PROPERTY FOR SALE.

LOT No. 1. To Shipping Firms and others not having their own property at Shanghai are now able to obtain a desirable and valuable site in the business centre of Shanghai. The property has frontage rights and is within a few feet of a Cargo Landing Jetty adjoining that of three other large business or shipping firms, a corner block, having a frontage on three roads. The land is registered under British Consulate Title Deeds, perpetual lease, measuring over one acre. The net measure-ment not including roads is about 40,000 square feet and assessed for Municipal Taxation ending the 30th of June, 1911 at about \$100,000 Hongkong Currency, not including buildings thereon, which are insured for about \$75,000.

A property of this size so advantageously situated is practically not obtainable in this section of the Settlement, near the British Consulate & General Chamber for an immediate buyer.

LOT No. 2. That Lot of Land in the Paoan District of Shanghai, registered under British Consulate Title Deeds, perpetual lease, measuring about 54 Mows or 322,000 square feet.

The land was valued recently at the very low price of \$216,000. It has a frontage of about 400 feet on the North Homan Road, a portion of which recently cost the 4,200 per Mow, and is situated just over the border of the Foreign Settlement, near the Railway Station.

Special attention is drawn to this lot, it being in a rapid growing district, which promises to be very valuable in the future with the extension of railways.

LOT No. 3. That Lot of Land in the Eastern District of Shanghai, registered under British Consulate Title Deeds, perpetual lease, measuring about 94,000 square feet. This property is laid out as a Park and is situated in Hongkong, near the Wayside Wharves. The land has two road frontages, and is very suitable for Godowns or Chinese property, and assessed for Municipal Taxation ending the 30th of June, 1911 at about \$50,000.

LOT No. 4. That Lot of Land in the Paoan District of Shanghai, registered under British Consulate Title Deeds, perpetual lease, measuring about 101 Mows or about 75,000 square feet, having a good road frontage.

This property is situated within 200 yards North of the Shanghai Railway Station and valued at about \$40,000. Very suitable for Godowns and Railway Transport, there being a direct road to the Station.

LOT No. 5. That attractive red and blue brick modern residence stand- ing in its own grounds, measuring about 15,500 square feet, registered under British Consulate Title Deeds, perpetual lease, occupying a good situation, facing South and overlooking a portion of the Shanghai Race Club.

Accommodation comprises, large hall, dining room, breakfast room, drawing and morning room, and usual domestic offices. Above are four bed rooms, two bath rooms, also four good living attic rooms with two bath rooms.

The grounds are well laid out and include Tennis Court, Stabling, Coach House and ample Servants Quarters. This property was recently valued at about \$47,000.

There are properties for sale at very reasonable prices. If desirable arrangements could be made to accept part payment and the balance to remain on mortgage.

Prices, plans and full particulars can be obtained by applying to OWNER c/o "China Mail" Office, Hongkong.

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Hongkong, December 17, 1910.

## A NORTH AFRICAN HOLY WAR.

In view of the recent telegrams hinting at the possibility of a Holy War being declared in North Africa, the following article on the Senussi Movement, taken from the London Morning Post, is full of interest.

Few religious movements have been more widely written and talked about in modern times than that represented by the Senussi confraternity. Whenever there has been any trouble in North Africa there have been expressed lest the members of this Order should rise in a violent effort to drive into the sea the representatives of European law and order and establish the Senussi way of Islam over the northern and central parts of the Continent. There is no question that Senussism is a powerful force in North Africa, the range of its influence extending from the Red Sea to the shores of the Atlantic, and from the Mediterranean right across the Sahara and through the Western Sudan to Wadai and the country to the south. But the movement has been largely wrapped in mystery; its leaders have withdrawn themselves into the most inaccessible parts of the desert, and very little is really known either about their teaching or about the organisation which binds the adherents of the movement together. European travellers and administrators can learn much about the peoples with whom they are brought into contact, but there is a barrier of reserve about the deepest things in the life of the natives behind which it is extremely difficult for them to penetrate. The Senussi Order exists, but like other confraternities it keeps secret its rules and tenets, and in forming an estimate of it observers have little to go upon but stray impressions.

In these circumstances it is natural that there should be conflicting accounts of the character and objects of the movement. On analysis, however, the general idea that Senussism constitutes a grave menace to the European Powers established in North and North-Central Africa appears to have very little foundation in fact. Incidentally it may be pointed out that this Order is not a recent creation, the outcome of the European "scramble" for Africa, but was founded so long ago as 1837. Those who are best qualified to judge believe it to be now, as then, essentially a religious organisation not directly concerned with the dominance of either Turks or Europeans in North Africa. Among the many travellers who have attempted to fathom the real character of the Senussi movement there are two whose opinions are specially deserving of attention at the present time, when fears have been excited as to the part which the Senussis may play in the struggle between the forces of Christianity and Islam as represented by Italy and Turkey. These are Mr. D. G. Hogarth, who has seen something of the working of Senussism in Cyrenaica, and has added to this knowledge a careful study of what has been written about the movement by other observers; and Mr. Hannu Vischer, who crossed the Sahara from Tripoli five years ago and came into close contact with many of the adherents of Senussism.

The conclusion at which Mr. Hogarth arrives is that the movement has been taken too seriously. At Cyrenaica the local Senussis were spoken of by the Turkish *Mutassils*, learned and peaceful. In Cyrenaica generally the Senussis have made the vast places fruitful, and have done much to foster trade and settled conditions of life among the Bedawis. The Senussi Order is not a sect, Mr. Hogarth points out, much less does it profess a religion of its own, for its members are of the Malikite school of Sunni believers. It is simply one confraternity among many in the world of Islam. Its members are sworn to practise a certain rigour of life, not too excessive, in conformity with the letter of the *Qur'an*; and their founder believed that this could best be carried out by preserving the temporal independence of the movement. Therefore he chose deserted Cyrenaica for the first home of the Order, and it was in pursuit of the same idea that his successor withdrew, when the Turks strengthened their hold on this part of the North African coast, first to the oasis of Jarrub in the southern waste, and then to Kufra. "It is credible," sums up Mr. Hogarth, "that the Order, whether bidden from headquarters or inspired by local zeal, has kicked against the pricks now and then, and in doing what it could to stay the inroad of Christians, has set its face especially against Frenchmen in the Tunisian hinterland, and British in the Libyan oases and the Western Sudan; but the painful withdrawals of the Senussi Chiefs from the fair uplands of the coast farther and yet farther into torrid Africa have apparently been inspired only by a desire for a quiet Arab life, where

## THE FIGHT AGAINST DYSENTERY.

## THE PHYSICIAN'S GREATEST ALLY.

WHEN Dysentery is playing havoc with the health and strength of the unfortunate sufferer, he has urgent need of nourishment which is easily digestible, does not irritate the bowels, and is capable of sustaining his strength, which is always greatly undermined by the disease.

When the acute stage is over, he has an even more imperative need of something which will restore his old feeling of health, bring back his sensation of well being and strength, enable him to put on the weight he has lost, and present an appearance less like that of a skeleton.

There is nothing which will do both these things so rapidly, so thoroughly and so permanently as Santogen. The reason is that no preparation known to Science has so powerful an action on the various systems of the body, which have been affected by the disease.

Santogen has been proved to be more easily digested than any other food preparation. It, therefore, puts the minimum strain on the weakened organs of digestion. It has been described by doctors as a "food which is all food and no waste," therefore, it cannot irritate the intestines which, in dysentery, are peculiarly sensitive to any irritating food.

It has a powerful tonic and restorative effect on the nervous system, because it contains the salts of phosphorus which is found in them; it, therefore, feeds the brain and the nerves in the most perfect, as well as the most rapid, manner.

By reason, too, of this phosphorus salt, which that distinguished physician, Sir William Gowers, and other eminent men, have shown to be of primary importance to the blood-making organs, it increases the number of red blood corpuscles as well as the quality of their colouring matter. As the body's waste products are burnt up through the medium of the blood, it is obvious that the better its condition, the more thoroughly is this all-important vital function carried out.

In consequence of these three actions of Santogen, as well as of others on the other great organs of the body, the health and strength of the sufferer from dysentery are soon brought to a high degree of excellence and, what is not less important, the sufferer is so fortified against the disease that it is far less likely to recur.

## His Britannic Majesty's Ships on the China Station

| Name.       | Class.                    | Tons.  | Guns. | H.P.   | Commander.                     | Last report at |
|-------------|---------------------------|--------|-------|--------|--------------------------------|----------------|
| Alacrity    | despatch-ressel           | 1700   | 12    | 2000   | Comdr. Lowndes                 | Weihaiwei      |
| Albatross   | cruiser, 2nd class        | 4300   | 10    | 7000   | Captain E. R. Kiddle           | Hongkong       |
| Admiralty   | Admiralty tug             | —      | —     | —      | Master W. West                 | Hongkong       |
| Bramble     | river gunboat             | 710    | 2     | 900    | Lt.-Comdr. B. G. Washington    | Weihaiwei      |
| Britomart   | river gunboat             | 710    | 2     | 900    | Lt.-Comdr. J. M. Barker        | Shanghai       |
| Cadmus      | ship                      | 1070   | 6     | 1400   | Comdr. H. Lynne                | Hongkong       |
| Cherub      | water tank and tug        | 300    | —     | 300    | Master H. Smith                | Hongkong       |
| Clio        | ship                      | 1070   | 6     | 1400   | Comdr. H. B. Vele              | Hongkong       |
| Fame        | torpedo boat destroyer    | 300    | —     | 500    | Lt.-Comdr. Comdr. H. S. Monroe | Weihaiwei      |
| Flora       | cruiser, 2nd class        | 4300   | 10    | 7000   | Capt. J. Nicholas              | Hongkong       |
| Handy       | torpedo boat destroyer    | 275    | —     | 4000   | Lt.-Comdr. Hon. Guy Stopford   | Hongkong       |
| Hart        | torpedo boat destroyer    | 275    | —     | 4000   | Lt.-Comdr. Hon. Guy Stopford   | Hongkong       |
| Janus       | torpedo boat destroyer    | 280    | —     | 4000   | Lt.-Comdr. M. R. Blackwood     | Weihaiwei      |
| Kent        | cruiser, 1st class        | 9000   | 14    | 12,000 | Capt. S. St. John Farnham      | Hongkong       |
| Kinabalu    | river gunboat             | 615    | —     | 1200   | Lt.-Comdr. T. J. S. Lyke       | Yangtze        |
| Morlin      | ship                      | 1040   | —     | —      | Comdr. H. O. M. Dwy            | Labuan         |
| Minotaur    | cruiser, 1st class        | 14,000 | —     | 27,000 | Capt. C. G. P. Leith           | Hongkong       |
| Munmouth    | cruiser, 1st class        | 9800   | —     | —      | Capt. L. E. Power, M.V.C.      | Weihaiwei      |
| Moorehead   | river gunboat             | 180    | —     | 800    | Lt.-Comdr. G. P. Leith         | Canton         |
| Nowcastle   | cruiser, 2nd class        | 4300   | —     | —      | Capt. G. E. P. Hunt, D.S.O.    | Weihaiwei      |
| Nightingale | river gunboat             | 85     | —     | 240    | Lt.-Com. C. H. Woodward        | Yangtze        |
| Other       | torpedo boat destroyer    | 350    | —     | 6300   | Comdr. C. L. Lambie            | Weihaiwei      |
| Rosario     | despatch ship, submarines | 080    | —     | 1400   | Lt.-Comdr. N. E. Archdale      | Hongkong       |
| Robin       | river gunboat             | 85     | —     | 240    | Lt.-Com. C. A. O. Douglas      | West River     |
| Sandpiper   | river gunboat             | 85     | —     | 240    | Lt.-Com. E. J. J. Southby      | Canton         |
| Snipe       | river gunboat             | 85     | —     | 240    | Lt.-Comdr. Maurice B. Leslie   | Yangtze        |
| Taku        | torpedo boat destroyer    | 350    | —     | 6500   | Gunner E. J. Trillo            | Hongkong       |
| Tamar       | receiving ship            | 4050   | —     | —      | Commodore C. J. Eyre           | Hongkong       |
| Tal         | river gunboat             | 180    | —     | 800    | Lt.-Comdr. R. J. Buchanan      | Yangtze        |
| Thistle     | river gunboat             | 110    | —     | 900    | Lt.-Comdr. M. B. Hamilton      | Shanghai       |
| Virago      | torpedo boat destroyer    | 355    | —     | 6300   | Lt.-Comdr. H. D. Adair-Hall    | Weihaiwei      |
| Waterwitch  | surveying ship            | 620    | —     | 450    | Lt.-Comdr. Hancock             | Singapore      |
| Whiting     | torpedo boat destroyer    | 360    | —     | 6000   | Lt.-Comdr. G. B. Hartford      | Weihaiwei      |
| Widgeon     | river gunboat             | 195    | —     | 800    | Lt.-Com. B. B. Brooks          | Yangtze        |
| Woodcock    | river gunboat             | 180    | —     | 500    | Comdr. H. H. Whiting           | Upper Yangtze  |
| Woodlark    | river gunboat             | 160    | —     | 500    | Lt.-Comdr. G. F. A. Mulock     | Hongkong       |
| 36          | submarine                 | —      | —     | —      | Lt. C. Godfrey Herbert         | Hongkong       |
| 37          | submarine                 | —      | —     | —      | Lt.-Comdr. A. A. L. Fenner     | Hongkong       |
| 38          | submarine                 | —      | —     | —      | Lt.-Comdr. J. R. A. Codrington | Hongkong       |

Flagship of Vice-Admiral Alfred L. Winslow, K.C.B., C.V.O., C.M.G., Commander-in-Chief

## Foreign Men-of-war on the China and Japan Station

| Name.                  | Flag and description.        | Tons.  | Guns. | H.P.   | Captains.                         | Last report at |
|------------------------|------------------------------|--------|-------|--------|-----------------------------------|----------------|
| Kaiser Franz Joseph I. | Austro-Hungarian cruiser     | 4000   | —     | —      | Capt. Alfred Cicoli               | Amoy           |
| Achéron                | French armoured cruiser      | 1830   | 10    | 1700   | Lieut. Bertrand                   | Saigon         |
| Alger                  | French cruiser               | 3450   | 22    | 5100   | Capt. Delzons                     | Saigon         |
| Alouette               | French gunboat               | 506    | 7     | 400    | Commander Badin                   | Saigon         |
| Argus                  | French river gunboat         | 180    | 6     | 370    | Lieut. d'Estienne                 | Canton         |
| Carondelet             | French gunboat               | 150    | —     | —      | —                                 | Saigon (Res.)  |
| Comète                 | French gunboat               | 500    | 6     | 500    | Comdr. J. Gervais                 | Saigon         |
| Decade                 | French gunboat               | 645    | 10    | 1000   | Lieut. de Lianres                 | Saigon         |
| Dupetit-Thouars †      | French armoured cruiser      | 10,014 | 30    | 20,000 | —                                 | Saigon         |
| Estoc                  | French gunboat               | 141    | —     | —      | —                                 | Saigon (Res.)  |
| Esturgeon              | French sub-marine            | —      | —     | —      | Lieut. Combet                     | Saigon         |
| Fronde                 | French destroyer             | 350    | 7     | 303    | —                                 | Saigon         |
| Henri Rivière          | French gunboat               | —      | —     | —      | —                                 | Haiphong       |
| Jacquin                | French gunboat               | 203    | 6     | 308    | —                                 | Haiphong       |
| Lion                   | French gunboat               | 500    | —     | —      | —                                 | Saigon (Res.)  |
| Lynx                   | French sub-marine            | —      | —     | —      | —                                 | Saigon         |
| Manche                 | French surveying-ship        | 1625   | 10    | 9000   | Lieut. Maré                       | Saigon         |
| Montcalm*              | French surveying-ship        | 1625   | 10    | 9000   | Comdr. Ragot de Touches           | Saigon         |
| Mousquet               | French cruiser               | 9700   | 12    | 19,600 | Capt. Chéron                      | Saigon         |
| Olry                   | French destroyer             | 307    | 6     | 300    | Lieut. de la Roche Keranderson    | Saigon         |
| Pelito                 | French gunboat               | —      | —     | —      | Lieut. de Maingreville            | Upper Yangtze  |
| Pistolet               | French gunboat               | 130    | —     | —      | Lieut. Puech                      | Tongku         |
| Protée                 | French torpedo boat          | 130    | 7     | 300    | Comdr. Mortenol                   | Hongay         |
| Redoutable             | French sub-marine            | —      | —     | —      | Lieut. Morris                     | Saigon         |
| Stryx                  | French battleship (reserve)  | 9437   | 8     | 6071   | Capt. Drouot                      | Saigon         |
| Takou                  | French gunboat               | 1798   | 10    | 1700   | Lieut. Seriot                     | Saigon         |
| Vanban                 | French gunboat               | 250    | 6     | —      | —                                 | Yangtze        |
| Veteran                | French destroyer             | —      | —     | —      | —                                 | Saigon (Res.)  |
| Vigilante              | French torpedo-depot         | —      | —     | —      | —                                 | Hongay         |
|                        | French torpedo-depot         | —      | —     | —      | Lieut. Bihel                      | Capt. St. J.   |
|                        | French gunboat               | 123    | 7     | 500    | Lieut. Biscail                    | Canton         |
| Emden                  | German cruiser               | 3600   | 22    | 13,500 | Capt. Vollerthun                  | Tsingtau       |
| Graef Zeppelin         | German armoured cruiser      | 11,600 | 36    | 26,000 | Captain v. Uslar                  | Tsingtau       |
| Ilia                   | German gunboat               | 900    | 12    | 1300   | Comdr. Mersmann                   | Shanghai       |
| Jaguar                 | German gunboat               | 900    | 12    | 1300   | Capt. Vasselov                    | Hongkong       |
| Leipzig                | German gunboat               | 3250   | 24    | 11,000 | Capt. Schroeder                   | Tsingtau       |
| Luchs                  | German gunboat               | 900    | 10    | 1350   | Capt. Lt. Bendemann               | Shanghai       |
| Nürnberg               | German gunboat               | 3400   | 22    | 13,200 | Capt. Täger (Karl)                | Tsingtau       |
| Other                  | German river gunboat         | —      | —     | —      | Capt. Lieut. Jantzen              | Yangtze        |
| Scharnhorst            | German flag-ship             | 11,600 | 36    | 26,000 | Capt. Kraft                       | Tsingtau       |
| S-90                   | German torpedo-boat          | 400    | 8     | 650    | Capt. Lieut. Heyden               | Tsingtau       |
| Taku                   | German torpedo-boat          | 380    | 4     | 800    | Lieut. Kolbe (Hans)               | Tsingtau       |
| Tiger                  | German gunboat               | 900    | 10    | 1350   | Comdr. Luppe                      | Shanghai       |
| Tingtau                | German river gunboat         | 223    | 4     | 1300   | Capt. Lieut. Graf Dehna-Schledien | Canton         |
| Vaterland              | German river gunboat         | 223    | 4     | 500    | Capt. Lieut. Kautter              | Shanghai       |
| Calabria               | Italian cruiser              | 2145   | 22    | 8200   | Comdr. Sommi Picenardi            | Shanghai       |
| Macao                  | Portuguese gunboat           | —      | —     | —      | Capt. Martins                     | Macao          |
| Patric                 | Portuguese gunboat           | 700    | —     | —      | Captain J. Milheiro               | Macao          |
| Adder                  | U. S. submarine              | —      | —     | —      | Ensign J. M. Murray               | Manila         |
| Albatross              | U. S. protected cruiser      | 3450   | 17    | 7000   | Com. Clarence S. Williams         | Yokohama       |
| Bainbridge             | U. S. torpedo-boat-destroyer | 420    | 7     | 8000   | Ensign E. S. Root                 | Manila         |
| Barry                  | U. S. torpedo-boat-destroyer | 420    | 7     | 8000   | Ensign Robt. W. Canine            | Manila         |
| Callao                 | U. S. gunboat                | 243    | 8     | 250    | Ensign Stuart W. Calk             | Canton         |
| Chauncey               | U. S. torpedo-boat-destroyer | 420    | 7     | 8000   | Ensign L. N. McNair               | Manila         |
| Chattanooga            | U. S. protected cruiser      | 3100   | 10    | 4700   | Comdr. John D. McDonald           | Amoy           |
| Cleveland              | U. S. protected cruiser      | 3100   | 10    | 4700   | Comdr. Hugh Rodman                | Cavite         |
| Dale                   | U. S. torpedo-boat-destroyer | 420    | 7     | 8000   | Ensign F. J. Fletcher             | Manila         |
| Decatur                | U. S. torpedo-boat-destroyer | 420    | 7     | 8000   | Ensign O. S. Graves               | Manila         |
| El Cano                | U. S. gunboat                | —      | —     | —      | Lt. Comdr. William D. Brotherton  | Yangtze        |
| Halens                 | U. S. gunboat                | 1307   | 18    | 1800   | Comdr. R. O. Bider                | Yangtze        |
| Holena                 | U. S. gunboat                | —      | —     | —      | Lieut. J. W. Schoenfeld           | Cavite         |
| Juiro                  | U. S. gunboat                | —      | —     | —      | Lieut. C. A. Woodruff             | —              |
| Kindred                | U. S. gunboat                | 170    | 5     | —      | Ensign E. D. Whorier              | Manila         |
| Moccasin               | U. S. submarine              | —      | —     | —      | Ensign Robt. V. Lowe              | Manila         |
| Mohican                | U. S. station-ship           | 1900   | —     | 5214   | —                                 | Cavite         |
| Monadnock              | U. S. monitor                | 4084   | 4     | 5206   | Commander H. A. Bispham           | Cavite         |
| Monterey               | U. S. monitor                | 4084   | 4     | 5206   | Commander H. A. Bispham           | Cavite         |
| New Orleans            | U. S. cruiser                | 3450   | 25    | —      | Comdr. William G. Miller          | Yokohama       |
| Panama                 | U. S. gunboat                | 243    | 8     | —      | Lieut. George C. Pugsley          | Cavite         |
| Porpoise               | U. S. submarine              | —      | —     | —      | Ensign "C." Van de Carr           | Manila         |
| Porpoise               | U. S. submarine              | —      | —     | —      | Lt. Comdr. J. W. Schoenfeld       | Cavite         |
| Quincy                 | U. S. gunboat                | 6208   | 14    | —      | Lt. Comdr. A. M. Mitchell         | Cavite         |
| Rainbow                | U. S. cruiser                | 243    | 8     | 250    | Ensign N. H. Goss                 | Yangtze        |
| Samar                  | U. S. gunboat                | —      | —     | —      | Comdr. Joseph H. Jayne            | Yokohama       |
| Saratoga 1             | U. S. protected cruiser      | 8160   | 25    | 17,075 | Ensign Henry M. Josiah            | Manila         |
| Shark                  | U. S. submarine              | —      | —     | —      | Lieut. W. L. Fiedell              | Yangtze        |
| Villalobos             | U. S. gunboat                | 370    | 9     | 600    | Comdr. W. A. Edgar                | Hongkong       |
| Villalobos             | U. S. gunboat                | 1807   | 20    | 1854   | —                                 | Hongkong       |



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Chinese that it calls for some explanation of its diverse behaviour in contiguous places where outwardly the circumstances would appear to be so similar, and leads us to surmise that the case of the former may not be unlike that of Judah, or that other virtues may not be disregarded owing to the rampant growth of an undoubtedly estimable quality or feature of national life.

The secret cause of this diversity of operation in the Far East must surely be sought in some equally marked diversity of conditions, little apparent as it may be, and the most hopeful quest would seem to be in the direction of the divergent spirit of the religions of these countries, the Shintoism of Japan and the Confucianism of China. Neither of these systems can properly be called a religion, they are both rather extreme developments of one branch of ethics to the entire avoidance of the other branch. A complete system of ethics deals with the moral principles that ought to animate man in relation to his fellow man in his individual capacity, and secondly in relation to the entire community of which he is a member, in other words, with his duty towards his neighbour. Religion—that is worthy of the name deals with this and something more, i.e., his duty towards God, which is practically ignored by both the Chinese and the Japanese who are not Buddhists.

There can be little doubt that if Shintoism and Confucianism could be combined and proportionate regard given to each, a very good system of ethics would be evolved, a system compatible, as far as it goes, with Christianity and perhaps, the finest outcome of Eastern thought, but separate both are imperfect and none of the Sages have attempted the amalgamation. If this statement is correct, and we think it is, it ought surely to have been enunciated by some of the hundreds of missionaries who have been working for a century past in China and Japan, as it seems to indicate a line in which their work could be most easily directed, but if such a policy has been taken by some of them it is certainly not the most prominent course. A disposition on the part of intelligent Chinamen to cultivate patriotism, that is, to add the teaching of Shintoism to their beliefs, should therefore be encouraged, in the expectation that the third, and we will add, the most important, step will in due time be taken, not by a few isolated individuals but by the whole community.

There are few things more difficult than the compilation of a satisfactory definition. All men know or think they know what patriotism is. If we are bolder and venture on a definition it is mainly with the view of promoting greater accuracy in thinking among our readers, and we will gladly welcome any explanation which will better express what we feel to be the truth. We would say then that patriotism is the expression of feelings of pride and gratitude for the benefits inherited by ourselves through the sacrifices or wisdom of our forefathers. If this is even approximately correct it must follow that in Great Britain no Socialist, or Radical, or even very few Liberals, can possibly be patriotic. It is due to such to say that they lay very little claim to the distinction. With every existing institution, from the Church to hospitals, from the House of Lords to Trade Unions and Friendly Societies to be thrown into the crucible and utterly destroyed without a thought of supplying their places with something better, it is impossible that they can regard such institutions with pride or own that their founders are entitled to gratitude. Absence from the old country for a few years is sufficient to show that among the ruling class (i.e., the democracy) there has been a terrible lapse in this direction and the zeal for refurbishing every institution existing in the empire has waned and is still sapling the patriotism of Englishmen at the very root. If we are convinced that the constitution inherited by us is rotten and needs amendment at every point, and that the government of the country has not been mainly

advantageous to the people, there is no basis on which patriotism can be built. To secure good government for China is therefore the first necessary step on which to found Chinese patriotism and the Chinese themselves know best how much lowly they have to make up in this respect. Are we about to see China taking the steps necessary to ensure good government? And are the leaders of the revolt capable of inaugurating the reforms for which the country is now clamouring? Time also can answer these questions.

## NEWS OF THE DAY.

We have received an advance copy of the Hongkong Sporting Annual.

Singapore St. Andrew's Society will not give a ball this year. Instead they will hold a banquet. Hon. Dr. Galloway is the new Chairman.

The October number of *The Yellow Dragon* is to hand. It is brimful of Queen's College news and should be welcomed by old and new boys alike.

Dr. Chan Hin Fan, of the Kwong Wa Hospital, Canton, will lecture at the Chinese Y.M.C.A., Hongkong on Thursday evening on the subject of "Food."

Last week the communicable diseases notified were five non-fatal cases of enteric, three of which were British occurrences; one fatal case of bubonic plague; and one non-fatal case of diphtheria.

Another Moon rising is anticipated in Jolo. Five thousand Moros are said to be under arms, being equipped with modern weapons smuggled into the country by Chinese traders in Borneo.

Ordered by a Siamese Prince for the royal palace at Bangkok, a complete 15-inch gauge railway train has been designed by Messrs. Bassett-Lowe, of Northampton, the contract amounting to over £1000.

It is now beyond doubt that Chinese from Tibet have entered the North of Abor Land, and have an advanced post at present about fifty miles from Riu, which is also the objective of the British Abor expedition. Native reports say that the Abors made a poor resistance against the Chinese, though the latter had a high official from Lhasa wounded.

The Exchange Company's Paris correspondent reports that the Japanese Government is negotiating with French firms for the purchase of a gigantic airship of 180 metres length. The particular airship the Japanese have in view is stated to be one that can fly at a rate of 110 kilometres an hour in calm weather, and carry 20 passengers and a supply of bombs and hand grenades.

President Taft in an interview given out since his return from touring the country admits the people of the United States may want a change of administration. The President said that he had hopes that the people would approve his record but in case they did not see fit to do so he chose another man with a different programme he would give cheerfully to the will of the people and give his earnest and full support to a new administration.

Excavators, or moving staircases, are to play an important part in the development of the Tube railways at Charing Cross, where the District Railway scheme includes the cutting of a tunnel from the present terminus of the Haverstock Railway in the Strand, through the Embankment Gardens, to a new station, which will be connected by an escalator with the present District station on the Embankment, brought into touch with the Bakerloo station by another moving staircase.

## SOCIAL AND PERSONAL.

Furlough, in private affairs, to the United Kingdom, has been granted to Lieut. J. O. Beattie, 6th Rajput, from 10th November, 1911, to 15th November, 1912 (for one year from date of departure).

The death of Captain J. R. Clarke, 1st Norfolk Regiment, has taken place in Cambridge Hospital, Aldershot, as the result of an accident. He was one of the small number of officers on the active list who have qualified at the Chinese regimental test examination in the Chinese language.

The death is reported of Mr. M. A. Bergman, who, after having occupied various positions in Netherlands East India, held for many years the post of Chief of the Colonial Establishment. The gold medal of the Order of Oranje Nassau was conferred upon him as a reward for his long and faithful service.

Bishop C. H. Brent, of the Philippines, is passing through Hongkong en route to the Hague to act as representative for the United States at the international opium congress. He is travelling alone and goes by way of the Trans-Siberian route expecting to reach the Hague about December 1. At the close of the conference he will make a trip to England and the United States, thence to the Philippines arriving back some time in March.

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## THE REVOLUTION.

## Trouble on Canton Railway.

We announced yesterday that in consequence of the appearance of trouble at the service on the Chinese section of the Canton-Kowloon Railway is suspended until further notice. Now we learn that yesterday there was a good deal of trouble just over the British frontier. Praya hands appeared on the scene and apparently commenced to loot, whilst later they burnt the Customs station at Sheung Shui and generally disturbed the peace. From a telegram appearing elsewhere it will be seen that at Samshun the robbers took the village and made short work of a Chinese detective who is well-known in Hongkong.

## Hongkong Quiet.

It was feared that after the scenes of Monday night there might be further trouble in the Colony last night. In consequence, the police were on the alert and the armed guards remained on duty outside the office of the Sheriff, P. A. as well as outside the Communications Bank in Donham Strand. At the latter place a big crowd had earlier assembled demanding that the people on the premises should have their queues cut. Fortunately, however, there was no rowdiness last night, though it has been decided to keep the guards where they are at present. There were big crowds on the Praya as usual, but they were in a good mood and any indications to break the peace were curbed by a number of boys being carried through the masses bearing good advice, telling the crowd that such behaviour as took place on Monday was foolish in a foreign Colony and was only likely to lead to proceedings which would be very disadvantageous.

The news of the quiet celebration of Canton was rec'd in the Colony this morning and gave great satisfaction to the Chinese, who say that trade will now be sure to boom.

Yesterday H.M.S. Taki and torpedo boat 137 left Hongkong for Canton.

## AMERICAN CHARGED WITH ATTEMPTED MURDER.

## A Manila Extradition Case.

Before Mr. J. R. Wood at the Magistracy this morning an American named Joseph Morion Heery was charged with assaulting Alex Sternberg at Manila, in United States jurisdiction, with intent to murder on November 2nd. Chief Detective Inspector Collett had charge of the case, and Mr. George E. Anderson, U. S. Consul, was also present.

His Worship asked defendant if he pleaded guilty or not guilty.

Defendant—I understood that I wrote that down.

His Worship—I only want your plea now.

Defendant—It is possible I wish to reserve it. I haven't had time to consider.

His Worship—Then you had better plead not guilty. (To Inspector Collett)—When will you be ready to go on.

Inspector Collett—In about a week's time, I suppose, when the officers arrive from Manila.

Mr. Anderson said he had an idea that the matter would be arranged with the consent of the defendant before that time. It seemed that he was willing to go back to Manila as soon as he could arrange certain business matters here. He (Mr. Anderson) had called the Governor-General on the matter to see if bail was possible and if so what amount. The Governor-General had called back his reply and fixed bail.

His Worship—My position is this—I cannot give bail by my own authority. Mr. Anderson—That is what I understand. I have had a talk with the defendant and it seems that he is able to put up this amount of money in Manila and will cable and arrange for it.

His Worship—I think the better plan will be for you to arrange with the defendant to go back to Manila at once and you can apply to withdraw the charge here so that I can release him. Of course this would be at your risk.

Mr. Anderson—Very well, as soon as I have a cable that there have been sufficient bonds forthcoming in Manila I can apply to the Government here to withdraw the charge.

The case was formally remanded until Tuesday at noon, no bail being granted.

## UNION CHURCH SALE OF WORK.

Some ladies connected with the Union Church inaugurated a working party a year ago to promote the social side of the church life and also to help various Funds, including that for a new church. The efforts have culminated to-day in a large sale of various articles, all very selected at quite moderate prices. The stalls were spread to the verandah and presented a highly and pretty aspect. This "Bazaar" was in the open space near the Church, which is decorated with Japanese lanterns. The entertainments will be given in the Hall. Mr. Helling is the resident. Mr. W. Dew, Bellingwood, Treasurer. Dr. A. D. Silver, Secretary. (Taking the place of Mrs. W. J. Williams, lately removed to Shanghai, who was the first to improve in the affair). In addition to the above the following are leading helpers as stallholders, etc.—Mrs. J. McDonald, Mrs. D. McDonald, Mrs. M. Allan, Mrs. Scott, Mrs. Nicol, Mrs. Weir, Mrs. J. Stewart, Mrs. Stevenson, Mrs. J. Henderson, Mrs. Tebb, Mrs. McCulloch, Mrs. Loo Chung, Mrs. J. Rodger, Mrs. McQuarrie, Mrs. J. Pearce, Miss McDonald, Mrs. J. J. Stubbings have very nicely the Operetta "Alice in Wonderland" with the able assistance of Mrs. Grimham, Mrs. McIlutcheon, Mrs. A. Henderson, Messrs. Smit and Grimshaw. The concert to be given to-night has been arranged by Mr. G. P. Lyman. The following are helping as Committee men: Messrs. Tebb, Helling, McIlutcheon, Culby, Blackwell and Hamilton.

## CLAIM FOR BOARD AND LODGINGS.

The case was continued at the Supreme Court this morning before Mr. Justice Gompertz, in which A. Gillan, a master mariner, of Zetland House, sued H. L. Kahra to recover \$80, balance for board and residence at Zetland House.

Mr. J. H. Gardiner appeared for plaintiff and Mr. P. W. Goldring for defendant. His Lordship gave judgment for plaintiff and costs with interest at the rate of \$5 per month. In the case, in which defendant consented to a judgment of \$120 in a claim by F. Reichmann, of the Grand Hotel, his Lordship fixed the instalments at \$10 a month.

## THE CLAIM FOR OPIUM.

Mr. Justice Gompertz, at the Supreme Court this morning gave judgment in the case in which Wong Sau San sued the Wing Ya firm to recover \$365, damages for breach of contract, defendant having bargained and sold to plaintiff five chests of Patna opium and failed to deliver. There was a cross action for \$800.

Hon. Mr. H. E. Pollock, K.C., was for plaintiff, instructed by Mr. H. L. Denny, Jr., and the Hon. Mr. G. G. Althorpe defended, instructed by Mr. P. W. Goldring.

His Lordship said:—These are cross actions in respect of the same transactions which were taken together by consent of the parties. As my judgment is based entirely on the facts and no question of law is involved I can say all that is necessary in a very few words. There is no doubt that the crucial question in the case is whether on July 11 in the Opium dealer's market the price of Patna opium was rising or falling. This question must be determined not only by the direct evidence as to the price, but by the whole conduct of the parties and of course the credibility or otherwise of the evidence. After the most careful consideration of the facts, I have come to the conclusion that I cannot accept the case for the plaintiff. I have grave doubts whether the alleged sale to the Wing Ya was a genuine transaction. No broker was employed and the transfer to the San Hing seems to me to have merely been a friendly arrangement. I do not believe that plaintiff in the first action ever really wanted delivery. The two cases must be looked at together and though it does not follow that the first claim fails the second succeeds. It undoubtedly assists the Wing Ya when I find as I do that Wong Sau San's claim is not made bona fide. On the whole I am not disposed to say that the plaintiffs in the second action have not made out their case. I believe that the price on or about July 11 was what they say it was. There contention is supported by the evidence of the broker and transactions in the dealer's market. I must then give judgment for the defendant in the first action and for the plaintiff in the second action, in each case with costs.

A stay of execution was granted for three weeks.

## SPORTING.

## Alley Bowling.

The usual annual bowling match between the Hongkong Club and the Club Germania takes place on Thursday, the 9th, and Saturday, the 11th November, at 6.15 p.m. simultaneously on both alleys. Up to now the result is considered to be very open, and excellent bowling should be witnessed as both teams have practised very hard and are in splendid condition, as testified by the scores registered during the recent practice bowling. The trophy (a shield) went the last time to the Club Germania. The teams are as follows:—

Hongkong Club—H. King, H. Humphreys, H. Hunter, J. Hooper, J. H. Kemp, A. B. Pollock, S. P. Warbrock and P. R. Wolff (Captain).

Club Germania—O. Wagner, O. Meyer, F. Martin, Th. Christiani, H. Adam, O. Wiesinger, F. Steinhoff and E. Haasemann (Captain).

## IT IS A WONDER.

HAMBERLAIN'S Pain Elixir is one of the most remarkable preparations yet produced for the relief of rheumatic pains and for lame back, sprain and bruise. The quick relief from pain which it affords is also worth many times its cost. For sale by all Chemists and Storekeepers.

## FOLLOWS NATURE'S PLAN.

MEDICINES that aid nature are always most effective. Chamberlain's Cough Remedy acts on this plan. It allays the cough, relieves the lungs, opens the secretions and aids nature in restoring the system to a healthy condition. Thousands have testified to its superior excellence. For sale by all Chemists and Storekeepers.

## THE FAMOUS KIRIN BEER.

The Cream of Japanese Bott. Beers brewed or sold in the East. Brewed by the best German Brewmasters from the choicest of the Bavarian Hops, specially pasteurized for use in tropical climates. Light, palatable and a refreshing dinner beverage. Highest awards at all the Exhibitions.

To meet the demands of the public we are now quoting the following exceptionally low prices:

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WINE MERCHANTS.

12, Queen's Road Central, Hongkong.

## LICENSING SESSIONS.

The annual meeting of the Licensing Board was held in the Council Chamber this afternoon, at which the following applications were considered under the Liquor Consolidation Ordinance, 1911:—James Harper Taggart, publican's licence, The Hongkong Hotel; Jamshidjee Nowrojee Matha, publican's licence, The King Edward Hotel; A. Weingarten, publican's licence, The Globe Hotel; F. Reichmann, publican's licence, The Grand Hotel; George Greep, publican's licence, The Criterion Hotel; David Fromman, publican's licence, The Land We Live In Hotel; Joseph Feinstein, publican's licence, The Colonial Hotel; Thomas Reid Nicol, publican's licence, The Imperial Hotel; Esther Oliver, publican's licence, The New Traveller's Hotel; "Lange Gansou, publican's licence, The Astor House Hotel; H. Rattoujee, publican's licence, The Royal George Hotel; Isobel Grisman, publican's licence, The Central Hotel; Isaac Samuel Greenstein, publican's licence, The Stag Hotel; R. Davil, publican's licence, The Kowloon Hotel; W. Gallagher, publican's licence, The Bella View Hotel; Kachukzu Uyetsuki, publican's licence, The Tokyo Hotel; R. A. Uchmann, publican's licence, The Station Hotel; P. O. Pauster, hotel keeper's adjacent licence, The Peak Hotel; Reinhold Ekhardt, restaurant keeper's licence, The Café Weismann, Ltd.; T. Nomura, hotel keeper's adjacent licence, The Nomura Hotel; J. H. Norbold, restaurant keeper's licence, The Owl Grill Room.

Hon. Mr. A. W. Brewin presided and there were present Hon. Mr. E. Osborne, Hon. Mr. A. M. Thompson, A. Mackenzie, W. D. Cheadock, T. F. Henth, A. Shelton Hooper, and the secretary, Mr. G. A. Woodcock.

All the licences were granted in bloc with the exception of the Tokyo Hotel and the Owl Grill Room.

## THE TOKYO HOTEL.

Mr. G. K. Hall Brutton appeared for the applicant in the case of the Tokyo Hotel. Mr. Brutton said that last year an adjacent licence was granted in respect of the See For Row Hotel and since then a new hotel had been erected just across the way and applicant now desired a publican's licence for the Tokyo Hotel. Surveys had been forthcoming and they had obtained a letter from several of the people in the neighbourhood stating that they had no objection to the application. Japanese living in Hongkong had expressed a desire for a place where Japanese could go and give private entertainments and for Japanese visiting Hongkong. In many cases these Japanese could not take their friends to the Japanese club and they would like a place of entertainment run by Japanese. Applicant was a man who was suitable for such a licence. Since last year three houses had been vacated, the Praya East Hotel, International Hotel and the Shamrock and Thistle.

Mr. Shelton Hooper—You have an adjacent licence?—Yes.

For the other side of the road?—Yes.

Do you mean to give up that?—No, we shall have that for an annex.

The Chairman—Can you tell me why an adjacent licence is not sufficient?

Mr. Brutton said that there were a number of rooms for Europeans, the total number of rooms being 30.

The Chairman—It is really for the convenience of the European customers?—For both.

Hon. Mr. Osborne—As far as the people living in the hotel are concerned, entertainment in the hotel an adjacent licence is sufficient?

Mr. Brutton—They can't get any liquid refreshment without meals.

Mr. Mackenzie—Would the cinematograph people close by be patrons in any way?

Mr. Brutton—I think so.

It would be a convenience to have a bar there?—Yes.

The Imperial Hotel is close by?—It is a different class of business.

Mr. Osborne—His main idea is to get a public bar?—Yes.

There is no need to bring the Japanese into it at all?—No.

The application was refused and applicant was granted an adjacent licence.

## THE OWL GILL.

Mr. J. H. Gardiner appeared for applicant and said Mr. Norbold had held a licence in the colony for many years and was well known. The place was closed now as a eating-house licence had been refused.

Mr. Gardiner—Why was it closed?

Mr. Gardiner—The Chinese eating-house licence expired on November 1st.

Hon. Mr. Osborne—He applied for an eating-house licence as in 7-1-11.

It was refused?—Yes.

The application was refused.



## BY TELEGRAPH.

(Copyright.)

THE WAR.  
THE ITALIAN  
COMMAND.(Reuter's Service to the China Mail.)  
LONDON, Nov. 7.

Reuter's correspondent at Rome states that it is officially denied that General Canova is superseded. It is announced that General Frazzini is to be commander of the first army corps, and that General Canova retains the general command.

## STILL FIGHTING.

Reuter's correspondent at Tripoli reports that the Turkish guns shelled the Italian positions on Sunday morning, and that an artillery duel continued all day long. The aeroplanes again dropped bombs into the Turkish camp. The Turks were repulsed.

## IS DERNÄ CAPTURED?

A circumstantial report from Constantinople states that the Turks captured Derna after a battle the Italians losing 500 killed and 18 guns, but Italian telegrams of yesterday's date state that the situation at Derna is unchanged.

## VALUE OF THE AIRSHIP.

An Italian aeroplane yesterday dropped two bombs into the enemy's camp. He states that the Turkish ranks are much depleted since the last reconnaissance.

## TURKISH GUNBOAT SUNK.

Reuter's Constantinople correspondent wires that an Italian cruiser has bombarded Akko and sunk the Turkish gunboat Hilya, killing the second officer.

## TURKS AND ARABS QUARREL.

Italian despatches from Tripoli report considerable quarrelling among the Turks and Arabs over the meagre and precarious supplies which are reaching them. The Arabs also resent the tendency of the Turks to place them in the forefront of the battle.

## MANHOOD SUFFRAGE.

## PROPOSED GOVERNMENT BILL.

(Reuter's Service to the China Mail.)  
LONDON, Nov. 8.

Replying to a deputation in favour of manhood suffrage, Mr. Asquith said a man's right to vote ought to depend on his being a citizen, and he ought to have one vote. The sole rational course to take was to abolish the present qualifications and give every citizen who was a bona fide resident or inhabitant the franchise automatically. A simple Bill with that object would be introduced next Session. The Bill would not include women but it would be open to the House of Commons to include women if it were pleased to do so.

## THE INDIAN ROYAL VISIT.

## NO CALL AT MALTA.

(Reuter's Service to the China Mail.)  
LONDON, Nov. 8.

Owing to the prevalence of cholera in India his Majesty's visit to Malta en route to India has been cancelled.

## THE KING'S ABSENCE.

Mr. Asquith, speaking in the House of Commons, stated that an Order-in-Council will delegate the exercise of the Executive functions of the Crown during the absence of His Majesty to his visit to India. His Majesty will be in daily telegraphic communication with his Ministers on all matters of importance. The persons named in the Order will be Prince Arthur of Connaught, the Archbishop of Canterbury, Lord Lansdowne and Lord Minto.

## SOCIETY SLANDER ACTION.

## A FARTHING DAMAGES.

(Reuter's Service to the China Mail.)  
LONDON, Nov. 7.

The papers devote many columns to a painful Society slander action in which Mrs. Atherton, the divorced wife of Col. T. J. Atherton, complained that her sister-in-law, Lady Deane Paul, had said that she had been turned out of an hotel in Cairo, which was untrue. The defendant denied that she spoke the words attributed to her. The jury found that the words were used by defendant, but only awarded a farthing damages.

## BY TELEGRAPH.

(Copyright.)

CHINA'S CIVIL  
WAR.GENERAL  
ASSASSINATED.(Reuter's Service to the China Mail.)  
LONDON, Nov. 7.

Reuter's correspondent at Peking states that General Wu, the Governor of Shansi, while sleeping in his tent was assassinated by thirty Manchuk soldiers, who were afterwards arrested. They declared that Wu had secretly gone over to the rebels.

General Wu was a young man with a brilliant career who had been educated in Japan. He is always believed to have sympathised with reforms though he was not an extremist.

RUSSIAN AND GERMAN  
PRECAUTIONS.

The Times correspondent at Tientsin states that 200 Russian troops are due to arrive today, while the German troops at Tientsin have been ordered to be in readiness if required.

## PEKING STORIES BASELESS.

Reuter's telegrams from Peking demonstrate that the stories of the fall of Peking are baseless.

The Chinese at Singapore and elsewhere accepted the news as a fact and substituted the rebel flag for the dragon flag everywhere.

FORMER CANTON VICEROY  
ENDS LIFE.(Wah Tsz Yut Po's Service.)  
SHANGHAI, Nov. 8.

His Excellency Cheung Yuen Chuan, the Viceroy of Kiangsu, and immediate predecessor in office to H. E. Chang Ming Chi as Viceroy of Canton, has committed suicide.

MANCHUS AND CHINESE  
QUARREL.

It appears that the assassination of General Wu was followed by fighting between the Chinese and Manchuk soldiers and that several officers and men were killed.

## NANKING AND TIENTSIN.

(Wah Tsz Yut Po's Service.)  
SHANGHAI, Nov. 8.

Nanking has declared itself independent, and General T. Leung has fled. The situation at Tientsin is most threatening.

TROUBLE ON BRITISH  
FRONTIER.(Wah Tsz Yut Po's Service.)  
CANTON, Nov. 7.

At noon there was trouble at Sam Chun, on the borders of the British New Territories. Sam Chun was captured by rebels and the Chinese detective, Li Sing Chuen, brutally murdered.

## CANTON CAPITULATES.

(Wah Tsz Yut Po's Service.)  
CANTON, Nov. 8, 11 a.m.

Canton has quietly gone over to the revolutionaries. His Excellency Chang Ming Chi, the Viceroy of Canton, has declared Kwangtung an independent Province. He has permitted the Chinese mercantile community to hold a meeting for the purpose of discussing the situation.

## HONGKONG NOTIFIED.

To-day the Chinese commercial community held a meeting to discuss the declaration of independence. Those present decided to despatch telegrams to the Tung Wah Hospital, the Chinese Club and other Clubs in Hongkong requesting them to send representatives up to Canton to attend a further meeting which is to be held.

## YUAN SHIH KAI.

Reuter's correspondent at Peking wires that Yuan Shih Kai has been formally appointed Premier by the National Assembly.

## BY TELEGRAPH.

(Copyright.)

## DEVELOPMENTS NEAR MACAO.

(Wah Tsz Yut Po's Service.)  
MACAO, Nov. 7.

The new trained soldiers at Chinan have hoisted the rebel flag and one of the officers who refused to join them was instantly killed. The troops, trained in old methods then joined with the others and together they marched to Hengshing. Here the Magistrate fled, escaping to Wanchai, opposite Macao. Chinan is now very quiet.

## JAPANESE MEDICAL AID.

(Independent News Agency's Service to the China Mail.)  
TOKYO, Nov. 8.

The Japanese Red Cross Society has decided to despatch a party of surgeons and nurses to Hankow and is accordingly making arrangements with the leaders of both Armies.

## UNREST AT AMOY.

(From Our Own Correspondent.)  
AMOY, Nov. 8, 2.15 p.m.

The Tactai has fled, and there is at present no government. Much unrest prevails and the rebels are rumoured to be about to take Amoy. Opposition is unlikely.

## AUSTRALIAN RACING.

## RESULT OF MELBOURNE CUP.

(Reuter's Service to the China Mail.)  
LONDON, Nov. 7.

The result of the Melbourne Cup is as follows:

The Parisian ... 1  
Flavian ... 2  
Didus ... 3

The betting was 9 to 2 against The Parisian, 14 to 1 against Flavian and 25 to 1 against Didus.

MR. BALFOUR ON  
HOME-RULE.

## AN IDIOTIC DREAM.

(Reuter's Service to the China Mail.)  
LONDON, Nov. 7.

The Rt. Hon. A. J. Balfour, addressing a gathering of Nonconformist Unionists in London, said there were only two practicable institutions for the self-governing portions of the Empire. These were an independent Parliament and the Municipality. But the idea that a hybrid dependent Parliament could be a permanent success was the dream of political idiots. It was our business, Mr. Balfour said, to frame the Empire on the co-operation of independent parliaments, but such a parliament would fail in Ireland which was not analogous to Canada, Australia, or South Africa and would be a discreditable and absurd failure if a subordinate Parliament.

BRITAIN AND  
GERMANY.

## AN APPEAL TO THE PRESS.

(Reuter's Service to the China Mail.)  
LONDON, Nov. 7.

During question time in the House of Commons Sir Edward Grey said there had been a tendency among individual newspapers both in Britain and Germany to place sinister constructions on the actions of the respective Governments, but he trusted that with the happy conclusion of the Franco-German negotiations the tension which had engendered suspicion and distrust in the British and German Press would disappear.

ANGLO-FRENCH  
FRONTIERS.

## A BIG SCHEME MOOTED.

(Reuter's Service to the China Mail.)  
LONDON, Nov. 7.

Reuter learns that the idea has been mooted of a general negotiation between Britain and France for a rectification of frontiers and exchanges of territory between the two countries in various parts of the world, including West Africa, Sudan and India.

A COMMENCEMENT WILL PROBABLY BE  
MADE WITH THE DARLUT-WALAI REGION, IN  
AS MUCH AS THIS MATTER IS NOT PRESSING AND  
THE INTERESTS INVOLVED ARE NOT WIDESPREAD.  
THE NEGOTIATIONS WHEN BEGUN ARE  
LIKELY TO TAKE SOME TIME.

## BY TELEGRAPH.

(Copyright.)

## TRADE RETURNS.

(Reuter's Service to the China Mail.)  
LONDON, Nov. 8.

The trade returns for the past month show increases in imports amounting to £2,804,438 and in exports totalling £3,835,071. The increases in imports are principally food and drink and tobacco. There is a large decrease in the cotton imports.

The export increases are chiefly in iron, steel, cotton and wool manufactures.

## THE "MARY" FUND.

HER MAJESTY'S  
FORETHOUGHT.(Reuter's Service to the China Mail.)  
LONDON, Nov. 8.

Her Majesty the Queen has decided to devote the Coronation gift from the Marys of the Empire to the establishment of a Whitehall of a holiday home for London working girls.

## BLACK AND WHITE.

## FAILURE OF JURY SYSTEM.

(Reuter's Service to the China Mail.)  
LONDON, Nov. 7.

The Times in the course of a leading article on the Galbraith Cole case says the plain truth is that trial by jury has utterly broken down in cases where white is pitted against black, and it believes that the sanest people in countries like East Africa and Rhodesia would be relieved to be rid of a system which they acknowledge to be a scandal and a farce.

THE FRENCH MOROCCO  
SENSATION.(Reuter's Service to the China Mail.)  
LONDON, Nov. 7.

Reuter's correspondent in Paris states that General Torte, commanding the French troops in Morocco, has been recalled to give an explanation of the incident in which he is said to have arrested M. Destailleur, the French Commissioner for Ujda, the Vice Consul and the Head of the Customs on charges of speculation and gun-running.

## THE SHANGHAI RACES.

The following results of yesterday's racing arrived too late for publication in last night's issue:

THE RUMBLEY PLATE.—For Griffins. One mile and a quarter.  
Mr. Fash's Mandolin ... (Mr. Alderton) 1  
The B.P. Kongat's Compensation ... (Mr. Burkill) 2  
Mr. Elms' Mahatma ... (Mr. Crighton) 3  
Time, 2.43.25.

THE RIVER STAKES.—For China Ponies that have never been raced previous to 1st January, 1911. One mile and a half.  
Mr. A. D. Bell's Morrice ... (Mr. Moller) 1  
Mr. E.B. Marshall's Ebony Tree ... (Mr. Johnston) 2  
Mr. Downy's Monarch ... (Mr. Cumming) 3  
Time, 2.51.45.

THE SWEET STAKES.—For Griffins. Three-quarters of a mile.  
Mr. John Peel's Drumlight ... (Mr. Johnston) 1  
Mr. Jordan's Fulham ... (Mr. Hayes) 2  
Col. Bruce's Sir James (Mr. Springfield) 3  
Time, 1.31.45.

THE SICCOWAY PLATE.—For All China Ponies. One mile and a quarter.  
Mr. Gladstone's Workman (Mr. Burkill) 1  
Mr. F. B. Marshall's Willow Tree ... (Mr. Johnston) 2  
Mr. Dargor's Just in Time ... (Mr. Cumming) 3  
Time, 2.40.

## To-day's Results.

THE FLYAWAY PLATE.—For China Ponies that have not at the meeting. Seven furlongs.  
Mr. Paignton's Marengo (Mr. Rowe) 1  
Mr. F. B. Marshall's Willow Tree ... (Mr. Johnston) 2  
Mr. Fash's Mandolin ... (Mr. Alderton) 3  
Time, 1 m. 40 sec.

THE FOU MARTINE CUP.—For Griffins. One mile and a quarter.  
Mr. Cio's Flashlight ... (Mr. Moller) 1  
Mr. Fash's Mandolin ... (Mr. Alderton) 2  
Mr. John Peel's Drumlight ... (Mr. Johnston) 3  
Time, 2m. 44s.

THE CHAMPION STAKES.—For Arabian Griffins. One mile and a quarter.  
Mr. Kobo's T. mit ... (Mr. Laurence) 1  
Mr. Halstant's Cupbearer (Mr. Moller) 2  
Mr. Neville's King Arthur (Mr. Dalgarno) 3  
Time, 2m. 44 sec.

The Marquis of Bute, finding that his attempts to stock Loch Fod, in the island of Bute, with trout were impracticable owing to the great numbers of pike in the waters, decided to take drastic steps. He arranged that the loch, which is more than two miles long, should be blasted with dynamite from end to end, three hundred miles being required. The work was carried out one day when the fine night was witnessed of columns of water being blown to a height of seventy feet. Nearly ten thousand stunned fish were brought to the surface and netted, and many more were killed, outright and sank to the bottom. Further blasting will take place.

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Wife to Peter, by Louise Mack.  
Destiny, by Alice and Claude Askew.  
Bonds of Love, by Mrs. Milne Mac.  
The Emotions of Martha, by Constance Smedley.  
The House of Chance, by Gertrude de S.  
Wentworth-James.  
The Bride of Dutton Market, by Marie C.  
Leighton.  
The Man with the Message, by Dora Roe.  
The Taming of John Blunt, by Alfred Ollivant.  
Hope is King, by Ethel Marshall.  
The Life Everlasting, by Marie Corelli.  
The Lonely Queen, by E. C. Baller.  
The Miller of Old Church, by Ellen Glasgow.  
One Ash, by Algernon Gissing.  
The Unconscious Bignami, by Mrs. Cameron Shute.  
The Coast, by L. G. Moberly.  
Hasty, by Susan F. Ballcock.  
Intellectual Marie, by Harry Ticho.  
The Woman Wins, by Robert Macbray.  
Love in a Little Town, by J. E. Backrose.  
The Yoke of Silence, by Amy McLaren.  
Unconfessed, by Maxwell Gray.  
The Lone Adventurer, by Halliwell Setcliffe.  
The Beacon, by Eden Phillips.

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TELEPHONE No. 135.  
Hongkong, August 13, 1911.



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| LONDON, via Suez     | ARCADIA | 10th Nov. See Special of Call          |
| LONDON & ANTWERP     | MALTA   | About 15th Nov. Freight and Passengers |
| SHANGHAI, MOJI, KOBÉ | BANCA   | About 21st Nov. Freight only           |
| AND YOKOHAMA         |         |  |

E. A. HEWITT, Superintendent.

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| SATURDAY, 2nd Dec.  | FRIDAY, 29th Dec.  |
| MONTAGLE            |                    |
| SATURDAY, 30th Dec. |                    |
| EMPEROR OF INDIA    | EMPEROR OF IRELAND |
| SATURDAY, 27th Jan. | FRIDAY, 25th Feb.  |
| EMPEROR OF JAPAN    | EMPEROR OF IRELAND |
| SATURDAY, 24th Feb. | FRIDAY, 2nd Mar.   |

Steamships leave Hongkong at 7 A.M.

All steamers of the Company's Pacific fleet and passenger steamers of the Atlantic fleet are equipped with the Marconi wireless apparatus.

Each Trans-Pacific 'Empress' connects at Vancouver with a Mail Express Train and at St. John with Atlantic Mail Steamers as shown above. The 'Empress of Britain' and 'Empress of Ireland' are magnificent vessels of 14,500 tons, speed 20 knots, and are regarded as second to none on the Atlantic.

Passengers booked all the principal points in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line).....£71.10/-

Passengers for Europe have the option of going forward by any Trans-Atlantic line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments. Full particulars on application to Agents.

Through Passengers are allowed 'Stop Over' privileges at the various points of interest on route.

R.M.S. 'MONTAGLE' carries only 'One Class' of Saloon Passengers (limited intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways, 2nd Class on Atlantic.

Via Canadian Atlantic Port £43.

Via New York £45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to D. W. CRADDOCK, General Traffic Agent, Corner Pedder Street and Prays (opposite Blake Pier).

## NIPPON YUSEN KAISHA

## THE JAPAN MAIL STEAMSHIP CO.

## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

| DESTINATIONS  | STEAMERS                                   | SAILING DATES                     |
|---|--|-----------------------------------|
| MARSHALLS, LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO AND PORT SAID | KAGA MARU, Capt. M. Hagino, Tons 7000      | WEDNESDAY, 8th Nov., at Daylight  |
|   | ATSUTA MARU, Capt. Wm. Thompson, Tons 9000 | WEDNESDAY, 22nd Nov., at Daylight |
|   | HITACHI MARU, Capt. T. Yamawaki, Tons 7000 | WEDNESDAY, 6th Dec., at Daylight  |
| VICTORIA, B.C. & SEATTLE, via SHANGHAI, MOJI, KOBÉ, YOKOHAMA & YOKOHAMA     | AWA MARU, Capt. Inazawa, Tons 7000         | TUESDAY, 7th Nov., at Noon        |
|   | INABA MARU, Capt. S. Tomioka, Tons 7000    | TUESDAY, 5th Dec., at Noon        |
| VICTORIA, B.C. AND SEATTLE  | SADO MARU, Capt. J. Richards, Tons 7000    | SATURDAY, 2nd Dec., from KOBÉ     |
| SYDNEY AND MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE  | YAWATA MARU, Capt. T. Sekino, Tons 6000    | FRIDAY, 24th Nov., at Noon        |
|   | NIKKO MARU, Capt. M. Yagi, Tons 6000       | FRIDAY, 21st Dec., at Noon        |
| SHANGHAI, MOJI & KOBÉ   | CEYLON MARU, Capt. Tozawa, Tons 6000       | WEDNESDAY, 8th Nov., at Noon      |
| KOBÉ & YOKOHAMA   | MIYASAKI MARU, Capt. T. Mura, Tons 9000    | THURSDAY, 9th Nov., at 11 a.m.    |
| BOMBAY, via SINGAPORE, AND COLOMBO  | TOSA MARU, Capt. T. Sekino, Tons 6000      | TUESDAY, 14th Nov., at Noon       |
| NAGASAKI, KOBÉ, AND YOKOHAMA  | NIKKO MARU, Capt. M. Yagi, Tons 6000       | WEDNESDAY, 22nd Nov., at Noon     |

Fitted with new system of wireless telegraphy.

Cargo only. \* Carries Deck Passengers.

## NEW LINE OF STEAMERS

## KOBÉ &amp; CALCUTTA

Regular Service (once in every 15 days) from KOBÉ to CALCUTTA calling at HONGKONG, SINGAPORE, PENANG & RANGOON.

The next Steamer from Hongkong—

'MUKE MARU', Tons 4,000 Capt. M. Tabusa, on November 18th

## 1912 PASSENGER SEASON 1912

| STEAMER       | Tons | Captain      | FROM HONGKONG |
|---------------|------|--------------|---------------|
| TANGO MARU    | 6000 | K. Kawara    | Feb. 14th     |
| KAMO MARU     | 9000 | F. L. Sommer | Feb. 28th     |
| AKI MARU      | 7000 | K. Homma     | March 15th    |
| MISHIMA MARU  | 9000 | A. C. Moore  | March 27th    |
| KAGA MARU     | 7000 | M. Hagino    | April 10th    |
| ATSUTA MARU   | 9000 | Wm. Thompson | April 24th    |
| HITACHI MARU  | 7000 | T. Yamawaki  | May 8th       |
| MIYASAKI MARU | 9000 | T. Mura      | May 22nd      |

## FOR SEATTLE.

| STEAMER     | Tons | Captain     | FROM HONGKONG |
|-------------|------|-------------|---------------|
| INABA MARU  | 7000 | S. Tomioka  | Feb. 27th     |
| TAMBA MARU  | 7000 | K. Noda     | March 20th    |
| SANUKI MARU | 7000 | A. C. Moore | April 3th     |
| AWA MARU    | 7000 | T. Inazawa  | April 21st    |
| INABA MARU  | 7000 | S. Tomioka  | May 2nd       |

For Further Information as to Freight, Sailings, &c., apply to T. KUSUMOTO, Manager.

## Shipping

## U. S. MAIL LINE.

## PACIFIC MAIL S. S. COMPANY.

## SEMI-CIRCULAR ROUTE.

Only line calling the main Southern Ports across the Pacific via Seattle, Oreg., the most fertile and beautiful island of the Pacific.

| STEAMERS  | SAILING DATES                               |
|-----------|---|
| SIBERIA   | 18,000 Tons, FRIDAY, 10th Nov., at 1 p.m.   |
| MANCHURIA | 27,000 Tons, SATURDAY, 25th Nov., at 1 p.m. |
| MONGOLIA  | 27,000 Tons, SATURDAY, 16th Dec., at 1 p.m. |
| KOREA     | 18,000 Tons, FRIDAY, 12th Jan., at 1 p.m.   |
| SIBERIA   | 18,000 Tons, SATURDAY, 27th Jan., at 1 p.m. |

All Steamers have an Excellent Philippine Stringed Orchestra for the entertainment of passengers and are equipped with Wireless Telegraphy.

The S.S. 'SIBERIA' will be dispatched for San Francisco, via Shanghai, Nagasaki, Kobe, Yokohama, and Honolulu, on FRIDAY, the 10th November, at 1 p.m.

Fares: Hongkong to London £71, 10/0. Return six months £120 24 months £120; including Berth and Meals across America.

SPECIAL RATES (First Class only) Granted upon Application.

To European Ports: Officials of any European Naval, Military, Diplomatic, Consular and Civil Services located in Asia to European Officials in the Service of the Government of China and Japan. To United States Points: Commissioned Officers of the United States Army, Navy, U.S.P.H. & M.H. Service, at Ports of call, also all Officials of U.S. Diplomatic Service, U.S. Consular Generals, Consuls and Vice-Consuls located in Asia. To United States and Canadian Points: Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan. Between China, Japan and Manila to U.S. Diplomatic Service, U.S. Consular Generals, Consuls and Vice-Consuls located in Asia, also Commissioned Officers (U.S. Army, Navy, and U.S.P.H. & M.H. Services). These Special Rates apply when travelling at their own expense and to their families. To all points:—Missionaries and their families.

## INTERMEDIATE SERVICE.

China.....10,200 Tons, FRIDAY, 17th Nov., at 1 p.m.

Persia.....9,000 Tons, FRIDAY, 17th Nov., at 1 p.m.

The S.S. 'CHINA' will leave for San Francisco, via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu, on FRIDAY, November 17th, at 1 p.m.

On the Fine Mail Steamers, CEYLON and PERSIA First Class SALOON SERVICE is furnished at Intermediate Rates.

Hongkong to London via Canadian Atlantic Ports.....£43.

Hongkong to San Francisco via New York.....£25.

Through Bills of Lading issued to Japan, North, Central and South American Ports for further information as to Passage and Freight, apply to the Agents of the Company, Eric's Entrance (opposite Blake Pier).

FRED J. HALTON, Agent.

## TOYO KISEN KAISHA.

## IMPERIAL JAPANESE

## TRANS-PACIFIC MAIL LINES.

## SAN FRANCISCO LINE.

CONNECTING with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines for Europe.

| STEAMER     | Tons   | Captain       | Date of Sailing          |
|-------------|--------|---------------|--------------------------|
| CHIYO MARU  | 21,000 | W. W. GREENE  | Friday, Dec. 1, at Noon  |
| NIFFON MARU | 11,000 | A. G. STEVENS | Friday, Dec. 22, at Noon |
| TENYO MARU  | 21,000 | E. BENT       | Friday, Dec. 29, at Noon |
| SHINYO MARU | 21,000 | H. S. SMITH   | Friday, Jan. 19, at Noon |

All steamers are equipped with the Japanese Government Wireless Telegraph and Post Office.

The Triple Screw Steamer CHIYO MARU will be dispatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA & HONOLULU, on FRIDAY, 1st December, at Noon.

## INTERMEDIATE SERVICE.

The Twin Screw S.S. 'NIFFON MARU' 11,000 tons, Capt. A. G. Stevens, will be dispatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA and HONOLULU on FRIDAY, the 22nd December, at Noon.

## SOUTH AMERICAN LINE.

In connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO, and the TERRENTINE NATIONAL RAILWAY at SILAS CRUZ.

The Only Regular Direct Service to Mexico, Chilean and Peruvian Ports.

| STEAMER       | Tons   | Date of Sailing             |
|---------------|--------|-----------------------------|
| HONGKONG MARU | 11,000 | Wednesday, Dec. 13, at Noon |
| KIYO MARU     | 17,500 | Tuesday, Feb. 18, at Noon   |
| BINGO MARU    | 11,000 | Tuesday, April 3, at Noon   |

The Steamer HONGKONG MARU will be dispatched hence for MEXICAN PERUVIAN & CHILEAN PORTS via MOJI, KOBÉ, YOKOHAMA & HONOLULU on WEDNESDAY, the 13th December, at Noon.

FARES FROM HONGKONG:

To London.....£71.10.0.

To Valparaiso.....£57.0.0.

Fares by INTERMEDIATE STEAMER.

To Honolulu.....£28.0.0.

To San Francisco.....£28.0.0.

To Chicago.....£38.10.0.

To New York.....£40.0.0.

To London via New York.....£45.0.0.

Single and Round Trip to all points are interchangeable and good for return by Intermediate Steamers of the Pacific Mail Line.

Special Rates (First class only) are granted to principal points in the United States, Canada, and Europe on terms which may be obtained from the Undersigned.

These magnificent steamers are most up-to-date and luxurious in every way. Excellent Cuisine and Accommodation.

The 'TENYO MARU', 'CHIYO MARU' and 'SHINYO MARU' are fitted with Turbine Engines and Triple Screw Propellers, speed 24 knots.

Through Bills of Lading issued to North, Central and South American Ports. For full particulars as to Passage and Freight apply to

K. MATSUDA, Agent.

KING'S BUILDING (Opposite Blake Pier)

## HAMBURG-AMERIKA LINIE.

## IN CONJUNCTION WITH

## Deutsche Dampfschiffahrts-Gesellschaft 'HAPAG'.

REGULAR SAILINGS FROM JAPAN, CHINA, AND PHILIPPINES via STRAITS AND COLOMBO.

TO HAVRE, BREMEN AND HAMBURG, AND TO NEW YORK.

TAKING Cargo at through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and NORTH AND SOUTH AMERICAN Ports.

## NEXT SAILINGS FROM HONGKONG.

| Outward                       | Forward                        |
|-------------------------------|--------------------------------|
| For Shanghai, Kobe & Yokohama | For Rotterdam, Hamburg & Awerp |
| S.S. SCANDIA.....18th Nov.    | S.S. 'HISEN'.....12th Nov.     |
| S.S. DORTMUND.....18th Dec.   | For Rotterdam, Hamburg & Awerp |
| S.S. SEGROIA.....18th Dec.    | S.S. 'ALCADIA'.....12th Nov.   |
| S.S. SUEVIA.....27th Dec.     | For Havre & Hamburg            |
| S.S. SUEVIA.....10th Jan.     | S.S. 'FRIEDRICH'.....21st Nov. |
| S.S. GOLDENFELD.....24th Jan. | For New York                   |
|                               | S.S. 'VAN DALA'.....22nd Nov.  |
|                               | For Rotterdam                  |
|                               | S.S. 'SITHONIA'.....8th Dec.   |
|                               | For Havre, Bremen & Hamburg    |
|                               | S.S. 'SLAVONIA'.....7th Dec.   |

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, Hongkong Office

## Shipping

## INDO-CHINA STEAM NAVIGATION CO., LD.

## PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

| STEAMERS                     | To SAIL                                |
|------------------------------|--|
| SHANGHAI, KOBÉ, AND MOJI     | NAMSHANG SATURDAY, Nov. 11, Daylight   |
| TIENSIN                      | CHIHSHING SATURDAY, Nov. 11, at 3 p.m. |
| MANILA                       | YUNSHANG SATURDAY, Nov. 11, at 3 p.m.  |
| SHANGHAI                     | KWONGSANG SUNDAY, Nov. 12, Daylight    |
| SINGAPORE, PENANG & FOOKSANG | MONDAY, Nov. 13, at Noon               |
| MANILA                       | LOONGSANG SATURDAY, Nov. 18, at 2 p.m. |

## RETURN TOURS TO JAPAN. (Occupying 24 days).

The steamers Namsang and Fooksang leave about every 3 weeks for Shanghai, returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified Surgeon is also carried.

Steamers have superior accommodation for first-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chong, Tientsin and Newchwang.

Taking Cargo on through Bills of Lading to Kuda, Labad, Datu, Simpura, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd., General Managers.

## CEIFA NAVIGATION CO., LD.

## SAILINGS SUBJECT TO ALTERATION.

| STEAMERS                | To SAIL                     |
|-------------------------|-----------------------------|
| SHANGHAI                | CHINESE Nov. 9, at 4 p.m.   |
| SWATOW, AMOY & SHANGHAI | TIENSIN Nov. 9, at 4 p.m.   |
| HOIHOW & HAIPHONG       | SWATOW Nov. 10, at 10 a.m.  |
| NEWCHOW                 | NAMSHANG Nov. 10, at 4 p.m. |
| SHANGHAI                | ASUKI Nov. 11, Midnight     |
| MANILA, CEBU & ILOILO   | KAIFONG Nov. 14, at 4 p.m.  |
| WEIHALWEI & TIENSIN     | KUICHOW Nov. 14, at 4 p.m.  |
| SHANGHAI                | CHENAN Nov. 16, at 4 p.m.   |
| SHANGHAI                | LIAN Nov. 18, Midnight      |

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.

S.S. 'LINTAN' and S.S. 'SANUT'.

AUSTRALIAN STEAMERS have superior accommodation, with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE. Twin Screw Steamers 'Tuan' & 'Taming'. Saloon accommodation, electric light, fitted with extra state-rooms on deck, aft. Saloon accommodation of a 'Kaifong' is situated on deck, aft.

SHANGHAI LINE. FAST SCHEDULE TWIN SCREW STEAMERS—(S.S. Anhui, Chenan, Lian, Chihnan)—with excellent passenger accommodation, Electric Light throughout and Electric Fans in State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These Steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Wusung.

REDUCED FARES: Single \$45 Return \$75.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 36.

## THE EASTERN &amp; AUSTRALIAN MAIL SERVICE

## TO AUSTRALIA.

## MAIL SCHEDULE

| STEAMERS   | ARRIVE HONGKONG FROM AUSTRALIA | LEAVE HONGKONG FOR AUSTRALIA |
|------------|--------------------------------|------------------------------|
| ST. ALBANS | Oct. 20                        | Nov. 11th, at Noon           |
| EASTERN    | Nov. 17                        | Dec. 8th, at Noon            |
| ADRIAN     | Dec. 1                         | Dec. 22nd, at Noon           |
| EMPIRE     | Dec. 15                        | Jan. 8th, at Noon            |

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-rooms have Electric Fans. A duly qualified Doctor and Stewards are carried. For further particulars, apply to

GIBB, LIVINGSTON & CO. Agents.

Hongkong, November 2, 1908.

## OSAKA SHOSEN KAISHA.

## REGULAR SERVICES, PROPOSED

## SAILINGS FROM HONGKONG.

## (SUBJECT TO ALTERATION)

## TRANS-PACIFIC SERVICE

## Connecting at TACOMA with

## THE CHICAGO, MILWAUKEE &amp; PUGET SOUND RAILWAY

## AND

## THE CHICAGO, MILWAUKEE &amp; ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO.)

Taking cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, also to the Principal Ports in Mexico, Central and South America.

| For  | Steamers     | Leaves                              |
|--|--------------|-------------------------------------|
| VICTORIA, B.O. & TACOMA via Shanghai, Moji, Kobe, Yokohama, Shimoda & Yokohama | PANAMA MARU  | 1911 Tuesday, 14th Nov., at 11 a.m. |
| VICTORIA, B.O. & TACOMA via Nagasaki, Kobe, Yokohama, Shimoda & Yokohama       | SEATTLE MARU | Wednesday, 20th Nov., at 11 a.m.    |

The S.S. Chicago Maru will not call at Keelung.

The Co.'s newly built steamers have fair speed.

Superior accommodation for through passengers, situated AKIUSHIIPS. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Porcelain. Special attention given towards Express connection.

## HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA SERVICE

| For                                 | Steamers | Leaves                           |
|-------------------------------------|----------|----------------------------------|
| PANAMA via SWATOW & AMOY DALIN MARU |          | SUNDAY, 12th Nov., at 10 a.m.    |
| ANPING, via SWATOW & SOSEU MARU     |          | WEDNESDAY, 15th Nov., at 10 a.m. |

Fair speed, Superior passenger accommodation. Electric light throughout.

The Co.'s newly built steamers have fair speed.

For information of Freight, Passengers, Sailings, etc., apply to the Co.'s local Branch Office at Second Floor, No. 1, Queen's Buildings.

S. HIROI, Manager.

## Shipping

## FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

The Steamship LIGHTNING, Captain E. P. Smith, will be dispatched for the above ports on THURSDAY, the 9th inst., at 1 p.m.

For Freight or Passage, apply to DAVID SASSON & Co., Ltd., Agents.

Hongkong, November 4, 1911. 1428

## STEAM P. R.

STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

## Through Bills of Lading issued for BATAVIA, PERMAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS.

## THE Steamship 'ARCADIA', Captain S. D. B. Smith, carrying His Majesty's Mail, will be dispatched from this for BOMBAY, etc., on SATURDAY, the 11th November, 1911, at Noon, taking Passengers and Cargo for the above ports in connection with the Company's Steamship 'Jenny', 10,500 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Sil and Valuable, all cargo for France, Tea and Cargo for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles & London; other cargo



## Shipping.

PENINSULAR AND ORIENTAL STEAM  
NAVIGATION COMPANY.HOMEWARD PASSENGER SEASON 1912.  
PROPOSED SAILINGS OF MAIL STEAMERS

## MARSEILLES &amp; LONDON,

TAKING PASSENGERS ALSO FOR  
LOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.  
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

| Steamers | Tons | Leave Hongkong | Arrive Marseilles | Arrive London |
|----------|------|----------------|-------------------|---------------|
| ASSAYE   | 7500 | Feb. 3         | March 2           | March 8       |
| HIMALAYA | 7000 | Feb. 17        | March 16          | March 23      |
| DELHI    | 8000 | March 2        | March 30          | April 5       |
| INDIA    | 8000 | March 16       | April 13          | April 19      |
| DEVANHA  | 8000 | March 30       | April 27          | May 3         |
| DELTA    | 8000 | April 13       | May 11            | May 17        |
| ASSAYE   | 7500 | April 27       | May 25            | May 31        |
| DELHI    | 8000 | May 11         | June 8            | June 14       |

Passengers change Steamers at COLOMBO, with exception of s.s. "INDIA" and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of booking.

## FARES TO LONDON

1st SALOON £71.10 SINGLE £108.14 RETURN.  
2nd £43.8 £72.12  
IN ADDITION TO THE ABOVE MAIL STEAMERS  
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS  
WILL LEAVE FOR

## LONDON

CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES.  
PROPOSED SAILINGS:

| Steamers | Tons | Leave Hongkong     | Due London         |
|----------|------|--------------------|--------------------|
| RYANZA   | 7000 | February about 7   | March about 22     |
| RUBIA    | 7000 | March about 6      | April about 19     |
| SUMATRA  | 6000 | April about 3      | May about 17       |
| NAMUR    | 7000 | May about 17       | June about 31      |
| PALAWAN  | 6000 | June about 1       | July about 14      |
| BORENO   | 6000 | July about 15      | August about 29    |
| SYRIA    | 7000 | August about 29    | September about 12 |
| NORE     | 7000 | September about 12 | October about 26   |

These Steamers will also call at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES

FARE TO LONDON:  
1st SALOON £53.10 SINGLE £82.10 RETURN.  
2nd £33.10 £57.4

For further particulars apply to

E. A. HEWETT,  
Superintendent.MESSAGERIES MARITIMES  
FRENCH MAIL LINES.FORTNIGHTLY SERVICE TO AND FROM EUROPE,  
Via SUEZ CANAL.FORTNIGHTLY SERVICE TO AND FROM JAPAN,  
Via SHANGHAI.

For STEAMERS CAPTAIN TO SAIL.

SHANGHAI, KOBE AND YOKOHAMA ARMAND-BEHIC, Nov. 20, about 6 a.m.

MARSEILLES, Via Ports DUMBEA, SELLIER, Nov. 21, at 1 p.m.

TRANSITING on the Co's Steamers at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Ticket to London, via Paris, from £27.10 up to £71.10. 2nd hours railway from MARSEILLES to London. Interpreters meet passengers on their arrival in Marseilles.

For further particulars apply to

P. THOMAS, Agent,

QUEEN'S BUILDING.

## DOUGLAS STEAMSHIP CO., LD.

HIGHEST-CLASS, fastest and most luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light, Excellent Cuisine.

FOR SWATOW, AMOY & FOOCHOW  
AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP CAPTAIN LEAVING.

HAIYANG Capt. J. E. Bosch FRIDAY, 10th Nov., at 11 a.m.

HAIYANG Capt. W. G. Pasmore THURSDAY, 14th Nov., at 11 a.m.

HAIYANG Capt. J. W. Evans FRIDAY, 17th Nov., at 11 a.m.

FOR SWATOW AND RETURN

(Occupying 3 Days)

Steamers will arrive at, and depart from, the Company's wharf near Black Pier.

For Freight and Passage, apply to

DOUGLAS, LAPRAIK &amp; CO.,

General Managers.

## PHILIPPINES STEAMSHIP CO.

Steamships Tons Captain For Sailing Date

ZAFIRO 4,000 M. O. Smith Manila Friday, Nov. 11, at 4 p.m.

RUBI 4,000 S. Crosby Manila Monday, Nov. 20, at 4 p.m.

For Freight or Passage, apply to

Shewan, Tomes &amp; Co., General Managers.

## Shipping.

## THE BANK LINE, LIMITED.

REGULAR SERVICE FROM HONGKONG TO  
VANCOUVER, B.C., SEATTLE & PORTLAND (Or.),  
via SHANGHAI and JAPAN PORTS.

Carrying Cargo on through Bills of Lading to all Overland Common-Points.

| STEAMER    | Tons  | CAPTAIN    | ON OR ABOUT    |
|------------|-------|------------|----------------|
| STRATHLYON | 8,000 | J. R. SHAW | 21st November. |

To be followed by other steamers of the Company at regular intervals.  
The BANK LINE Steamers are of the Newest Design, have most Commodious Accommodation and are fitted throughout with Electric Light and Wireless Telegraphy.Special Parcel Express to American and Canadian Ports.  
Will call at AMOY and KEELUNG if sufficient inducement offers.  
For Rates of Freight or Passage apply toTHE BANK LINE, LIMITED,  
KING'S BUILDING, PRINCE CENTRAL.

TELEPHONE No. 780.

## INDIAN AFRICAN LINE.

CARGO carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (NATAL), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to steamers of the Indian African Line.

NEXT SAILING.  
FROM HONGKONG. 25th November.  
FROM COLOMBO. 10th December.

For Rates and further information, apply to

THE BANK LINE, LIMITED,  
(MANAGING AGENTS)

Hongkong, April 1, 1911.

## CONFERENCE-WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

The Steamers of this Service provide Quickest transit from the Orient to the Argentine.

Cargo carried on Through Bills of Lading from Hongkong to River Plate Port transshipping to Conference-Weir Line steamers at Calcutta.

PROPOSED SAILINGS.  
FROM HONGKONG. FREQUENT SAILINGS.  
FROM CALCUTTA. End August. End September.For rates of Freight and further particulars apply to  
THE BANK LINE, LIMITED,  
MANAGING AGENTS.New Line of Steamers  
South African Ports.

## ORIENTAL &amp; AFRICAN LINE

REGULAR Direct Service from Japan, China, and Straits to Beira, Delagoa Bay, Durban, East London, Port Elizabeth and Cape Town, calling at Mauritius if sufficient inducement offers, and affording the Quickest Freight Transport from the Orient to South Africa.

PROPOSED SAILINGS:  
S.S. DUNERIO, 3,000 tons, to be despatched End of December.  
S.S. KATANGA, 5,000 tons, to follow.  
And regularly thereafter.For rates of Freight or regularly Passage apply to  
THE BANK LINE, LIMITED,  
Managing Agents

Hongkong, August 28, 1911.

NORDDDEUTSCHER LLOYD,  
BREMEN.

## IMPERIAL GERMAN MAIL LINES.

For STEAMERS Tons To SAIL.

NAPLES, GENOA, ALGIER, YOROK, (WEDNESDAY, 13th Nov., at Noon.)

SHANGHAI, TSINGTAU, ROON, (About THURSDAY, 16th Nov.)

Kobe &amp; Yokohama Capt. H. Behm, (15,900)

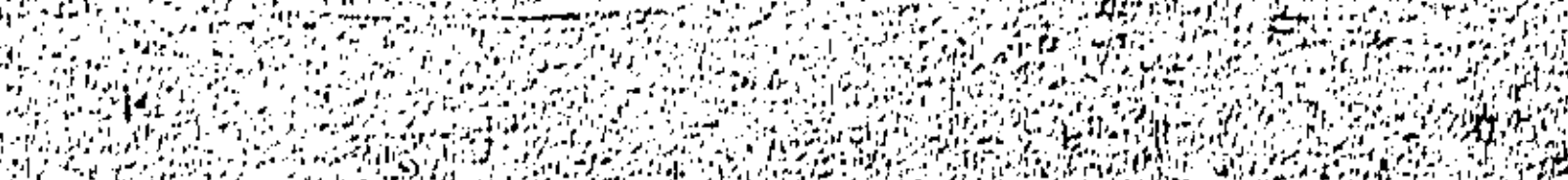
MANILA, YAP, MARON, COBLENZ, (SATURDAY, 2nd Dec., 10 a.m.)

NEWGUNE, BRISBANE, SYDNEY &amp; MELBOURNE Capt. L. Klingst, (6,750)

Kobe and Yokohama Capt. L. Klingst, (6,750) TUESDAY, 14th Nov.

KUDAT and SANDAKAN BORNEO Capt. F. Sembl, (3,000) Beginning of November.

All the steamers of the European Line are fitted with Wireless Telegraphy. New System of Telefunken.

For further Particulars apply to  
Norddeutscher Lloyd,  
MELOCHERS & CO.,  
General Agents, Hongkong & China.Regal Boots  
AND  
ShoesFOR SALE  
AT REASONABLE PRICESTHE SAVOY,  
8, D'Aguiar Street  
(opposite Court House).

## Shipping.

P. & O.  
Steam Navigation Co.

HOMEWARD PASSENGER SEASON 1912.

S.S. 'INDIA' (8,000 Tons)  
CAPTAIN G. W. GORDON, R.N.R.

THIS THROUGH MAIL STEAMER FOR MARSEILLES AND LONDON DIRECT, WILL LEAVE HONGKONG ON MARCH 16th, 1912, CALLING AT STRAITS, COLOMBO, ADEN, EGYPT, MARSEILLES AND GIBRALTAR, AND IS DUE TO ARRIVE AT—

MARSEILLES APRIL 13th.  
LONDON APRIL 20th.

The Accommodation in this Vessel is at the entire disposal of Passengers from the Far East.

FARES TO LONDON:—  
1st SALOON £71.10 SINGLE £108.14 RETURN.  
2nd £43.8 £72.12For Further Particulars, apply to  
E. A. HEWETT, Superintendent.

Hongkong, September 7, 1911.

## HONGKONG-BOSTON &amp; NEW YORK.

AMERICAN ASIATIC S. S. CO.

FOR BOSTON & NEW YORK, via PORTS  
AND SUEZ CANAL.  
(WITH LIBERTY TO CALL AT THE  
MALABAR COAST.)

S.S. INDRAMAYO on or about 30th November.

For freight and further information apply to  
SHEWAN, TOMES & CO.,  
General Agents.

Hongkong, November 6, 1911.

BEST HOUSEHOLD  
COAL.

Delivered free Kowloon: \$10.50 per Ton.

Delivered free Hongkong: \$11.50 per Ton.

Delivered free Peak District: \$13.75 per Ton.

F. Blackhead & Co.,  
Coal Merchants.

CHEN KWONG &amp; CO., LD.

GENERAL IMPORT &amp; EXPORT.

CANTON'S LARGE WHOLESALE &amp; RETAIL STORE:

FURNITURE, Draperies, Groceries, Best and Shoes, Mats of Jovellery, Liqueurs, Crockery, Ware.

Ironmongery, Wine and Spirits, Foreign Clothes for gentlemen, made to order by our own tailors.

Large assortment of Chinese Silks and Foreign Goods of every description.

All goods sold at reasonable Prices. The Cheapest and Best place in Canton to buy Chinese and Foreign Goods.

SUP PAT POO STREET, CANTON.

Tel. No. 1498. Canton, August 1, 1911.

## PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.  
7.00 a.m. to 8.00 a.m. Every 15 minutes.  
8.00 a.m. to 10.00 a.m. Every 10 minutes.  
10.00 a.m. to 11.00 a.m. Every 15 minutes.  
11.00 a.m. to 12.45 p.m. Every 15 minutes.  
12.45 p.m. to 1.15 p.m. Every 15 minutes.  
1.15 p.m. to 1.45 p.m. Every 15 minutes.  
1.45 p.m. to 2.15 p.m. Every 10 minutes.  
2.15 p.m. to 5.00 p.m. Every 15 minutes.  
5.00 p.m. to 8.10 p.m. Every 10 minutes.SUNDAY.  
8.00 a.m. to 10.30 a.m. Every 15 minutes.  
10.30 a.m. to 11.00 a.m. Every 10 minutes.  
11.00 a.m. to 12.00 p.m. Every 15 minutes.  
12.00 p.m. to 1.00 p.m. Every 10 minutes.  
1.00 p.m. to 5.00 p.m. Every 15 minutes.  
5.00 p.m. to 7.00 p.m. Every 15 minutes.  
7.00 p.m. to 8.10 p.m. Every 10 minutes.NIGHT CARS as on Week Days.  
7.30 a.m. (Sunday).

Extra Cars at 11.45 p.m. SPECIAL CARS by arrangement at the Company's Office, Kowloon Building, Des Voeux Road Central.

JOHN D. HUMPHREYS &amp; SON, General Managers.

## JAPANESE MAKERS.

EVERY KIND OF Footwear MADE TO ORDER.

CHERRY & CO.,  
PEDDER STREET,  
Opposite Hongkong Hotel  
Hongkong, May 5, 1910.

## NOTICE.

MR. LI HON YAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years.

He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin.

Those who intend learning the Chinese language are requested to write care of China Mail office or direct to 37, Hollywood Road, 1st floor.

Hongkong, December 10, 1910.

E. C. WILKS,  
M. I. MECH. E. AM.N.A.  
CONSULTING ENGINEER AND SURVEYOR for Construction, Valuer and Assessor for the purchase, or sale, of Steamships or Launches.ALEXANDRA BUILDINGS,  
2nd FLOOR,  
Hongkong, May 2, 1911.

## Notices to Consignees

NOTICE TO CONSIGNEES.  
STEAMER TOURANE.  
COMPAGNIE DES MESSAGERIES MARITIMES.

CONSIGNEES of Cargo from London ex s.s. Normand, from Bordeaux ex s.s. Cambrai, in connection with above Steamer, are hereby informed that their Goods with the exception of Opium, Treasure and Valuable are being landed and stored at their risk into the hazardous and or extra hazardous Godowns of the Hongkong and Kowloon Wharf &amp; Godown Company, Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded as unless intimation is received from the Consignees before Noon, Monday, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, and Goods remaining undelivered after the 13th inst., at Noon will be subject to rent and landing charges.

All claims must be sent in to me on or before the 15th inst., or they will not be recognized.

All damaged packages will be examined on the 13th inst., at 3 p.m.

No Fire Insurance has been effected.

P. THOMAS, Agent.

Hongkong, November 6, 1911.

## MOGUL LINE OF STEAMERS.

NOTICE TO CONSIGNEES.  
THE STEAMSHIP LOTHLIAN.  
FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of Holt's Wharf at Kowloon, whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th inst. will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 8th prox., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 13th inst., at 3.30 p.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL &amp; Co., Ltd., Agents.

Hongkong, November 6, 1911.

## FROM EUROPE.

THE M.A.L. Steamship SLAVONIA.  
Captain SELMER, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Company Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given 72 hours days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th inst. will be subject to rent.

All broken, chafed and damaged Goods must be left in the Godowns where they will be examined on the 9th inst., at 3.30 a.m.

No Fire Insurance will be effected by us in any case whatever.

This steamer brings on cargo:—  
Ex s.s. Gibraltar from Subal.  
Ex s.s. Tanger from Subal.  
Ex s.s. Brindisi from Subal.HAMBURG-AMERICA LINE.  
Hongkong Office.

Hongkong, November 4, 1911.

## IMPERIAL GERMAN MAIL LINE.

NORDDDEUTSCHER LLOYD, BREMEN.

NOTICE TO CONSIGNEES.

THE Steamship PRINCESS ALICE, having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuable, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon and West Point Godowns, whence delivery may be obtained.

No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after the 8th of November will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on the 8th of November at 3.30 a.m.

All claims must reach us before the 14th of November, 1911, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

NORDDDEUTSCHER LLOYD, MELOCHERS &amp; CO., General Agents.

Hongkong, November 5, 1911.

## THE CHINA MAIL

## TYPHOON

## GUIDE

Enabling one to locate the centre of a Typhoon.

MOUNTED ON CARDBOARD AND TAPED FOR HANGING.

Price 20 Cents.

From the CHINA MAIL Office.



